REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,554.—New Series. BOMBAY :—FRIDAY, APRIL 25, 1873. Subscription in Advance. { For a Year.....Rs. 42 / For Six Months ..Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

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on he Native Languages, double the above.

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Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ASSYRIA, 1,494 Tons, 200 H.P., Commander E. H. Howell, R.N.R., will be despatched on SATURDAY, the 3rd May 1873, at 4 P.M.

Leave BOMBAY	May 1873.	Leave Alleppy	May 1873.
,, Ratnagherry	4	,, Tuticorin	11
,, Vingorla	4	,, Colombo	12
,, Carwar	5	,, Galle	13
,, Goa	5	,, Negapatam	16
,, Mangalore	6	,, Madras	18
,, Cannanore	7	,, Coconada	20
,, Tellicherry	7	,, Vizagapatam	21
,, Badagherry	7	,, Bimlipatam	21
,, Calicut	8	,, Gopalpore	22
,, Beypore	8	,, False Point	23
,, Cochin	9	Arrive CALCUTTA	25

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH.

The s.s. EUPHRATES, 803 Tons, 120 H.P., Commander J. Melville, will be despatched on FRIDAY, the 25th April 1873, at 2 P.M.

Leave BOMBAY	April 1873. 29	Leave BUSREH	May 1873. 14
,, Kurrachee	29	,, Fao	14
,, Guadur	30	,, Kuweit	14
,, Muscat	May 2	,, Bushire	16
,, Bunder Abbas	4	,, Linga	19
,, Linga	6	,, Bunder Abbas	20
,, Bahrein	8	,, Muscat	22
,, Bushire	8	,, Guadur	24
,, Fao	10	,, Kurrachee	27
Arrive BUSREH	11	Arrive BOMBAY	30

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander R. Henderson, will be despatched on FRIDAY, the 2nd May 1873, at 2 o'clock.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

LIVERPOOL VIA SUEZ CANAL.

THE magnificent full-powered Clyde-built Steam-ship "LEITH,"

2,000 Tons, 200 H.P. nominal, J. Barnetson, Commander, will sail from BOMBAY for LIVERPOOL about 20th May.

This Steamer has large airy SALOON and CABINS, and is admirably adapted for Passengers.

FIRST CLASS FARE .....Rs. 450,

(Exclusive of Wines, &c.)

For Passage only apply to the Undersigned, who will give all information. Plan of the Cabins can be seen in the Office.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

"HARRISON LINE."

THE new and powerful fast Steam-ship

"CHANCELLOR,"

2,000 Tons (sister vessel to the s.s. "AMBASSADOR), will sail from BOMBAY for LIVERPOOL, via SUEZ CANAL, about 15th May.

This Steamer has been specially built for the East Indian Trade, and the Saloon and Cabins are well ventilated and fitted up with every improvement, luxury, and comfort. She carries both Surgeon and Stewardess.

FIRST CLASS FARE .....Rs. 500,

(Exclusive of Wines, &c.)

For Passages only apply to the Undersigned, who will give all information.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

LIVERPOOL, VIA SUEZ CANAL.

MESSRS. HUGHES and NEPHEW'S well-known and favourite Passenger Steam-ships will SAIL from BOMBAY as under :—

About 8th May—"BELLONA," 1,900 Tons, 300 H.P., J. C. Shaw, Commander, (late of the well-known Passenger Ship "SIR WALTER SCOTT."

These magnificent full-powered Steamers are splendidly fitted up for Passengers and possess every comfort.

By special arrangement, each Steamer will carry an experienced Indian Surgeon.

Fare .....£45, exclusive of Wines, Beer, &c., but including Cabin Furniture, Bedding Linen, &c.

For Passages only, apply to the Undersigned, who will supply all information.

Plans of the Cabins can be seen at the Office.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£32	.....	.....	Without Food.
Suez	36	.....	22	,,
Port Said	38	.....	24	,, 9
Alexandria	39	.....	25	,, 9-10
Messina	50	.....	34	,, 14
Naples	50	.....	34	,, 14
Leghorn	50	.....	34	,, 14
Genoa	50	.....	34	,, 14
Marseilles (transhipment at Genoa)	52	.....	35	,, 14-10

Including Wines.

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on THURSDAY, 1st May 1873.
PERSIA, on SUNDAY, 1st June 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

P. and O. S. N. COMPANY.

NOTICE.

ALTERATION OF SAILING DATES.

VIA THE CANAL.

The following or other FIRST CLASS SHIPS will SAIL on the undermentioned dates for SOUTHAMPTON, via the CANAL :—

KHEDIVE	.....3,742 Tons	.....600 H.P.,	on 14th April.
DECCAN	.....3,128 ,,	.....600 ,,	on 28th ,,
INDUS	.....3,478 ,,	.....500 ,,	on 12th May.

FARE.

First Class	Rs. 600
Second Class	,, 360

GEORGE F. HENRY,
Superintendent.

Bombay, 3 Bampati Row, 8th April 1873.

SHIPPING.

VIA SUEZ CANAL.

On Monday, the 28th April, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. DECCAN, (3,128 tons, and 600 H. P.), Captain W. Soames, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

CONTINENTAL RAILWAY TICKETS.—For the CONVENIENCE of PASSENGERS by the PENINSULAR and ORIENTAL COMPANY, RAILWAY TICKETS to PARIS and LONDON can now be obtained at the Company's Agencies at Suez, Brindisi and Venice.

GEO. F. HENRY,
Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 5th May, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. MASSILIA, (1,640 tons and 400 H.P.,) Captain C. Anderson, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 2nd May.

GEORGE F. HENRY, Superintendent.

"WILSON" LINE.

LIVERPOOL VIA SUEZ CANAL.

THE Fine S.S. HIDALGO, 1,500 Tons, will leave about the 28th April. She has excellent accommodation amidships for First-class Passengers only, with Saloon on Upper Deck, and carries a Surgeon and Stewardess.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on Board,

TO LIVERPOOL .....Rs. 500

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.
W. NICOL & Co., Agents.

To be followed by the "Xantho."

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE Steamer APIS, 2,230 Tons, will be despatched for TRIESTE on or about the 1st May, to be followed by the Steamer CALYPSO, 2,384 Tons, to leave on or about the 10th May 1873. These Steamers have good accommodation for a small number of Passengers.

RATES OF PASSAGE,

Including a liberal Table (exclusive of Wine and Liquors) and transit through Egypt, also free conveyance of 3 cwt. luggage.

	Cabin.	Deck with Food.
To Trieste	.....£40	.....£19-0
To Port Said	.....£30	.....£14-0
To Suez	.....£28	.....£13-7

Children under 3 years of age, Free ; above 3 and under 10 years, Half Fare.

The Imperial Mail Steamer JUNO, 3,124 Tons, 400 H.P., will be despatched for Trieste on or about the 10th June. This Steamer has excellent accommodation for a considerable number of Passengers.

RATES OF PASSAGE.

	I. Class.	II. Class.	Deck.
To Trieste	.....£45-0	£35	£19-0
To Port Said	.....£33-6	£26	£14-6
To Suez	.....£32-8	£22	£13-7

Cargo taken for Trieste, Venice, Constantinople and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 12, Medows Street, 24th April 1873.

SURAT AND GOGO FERRY.

STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies between SURAT and GOGO.

FARES FROM SURAT TO GOGO.

First Class	... ...	Rs. 5	0
Second Class	... ...	... 3	8
Third Class	... ...	... 1	8
Horses	... ...	... 4	0
Carriages	... ...	... 4	0

Until further Notice, the Steam Ferry Boat will leave Gogo every MONDAY, WEDNESDAY, and FRIDAY, and Surat every TUESDAY, THURSDAY, and SATURDAY.

Further particulars can be learnt on application to the Undermentioned Agents :—

FEEROZSHAH SHAPOORJEE at Surat.
DENKER NARRAYEN at Gogo.

Or to the Undersigned at Bombay.

J. A. SHEPHERD.

No 33, Meadow Street, Bombay, 9th October 1872.

HOMEWARD PASSENGERS VIA BOMBAY.

PASSAGES to SUEZ and EUROPE ENGAGED, without CHARGE for COMMISSION and BAGGAGE RECEIVED and SHIPPED.

PAY and FUND ALLOWANCES Realised.

CIRCULAR NOTES issued payable in EGYPT and throughout EUROPE.

BANK of ENGLAND NOTES, SOVEREIGNS, and NAPOLEONS supplied.

BILLS GRANTED on Messrs. Grindlay & Co., London, at the Exchange of the Day.

APPROVED DRAFTS on Calcutta and Madras, on demand, and GOVERNMENT CURRENCY NOTES of any Circle of payment received at par.

GRINDLAY, GROOM & CO., Bombay.
Correspondents.
Grindlay & Co., London. Grindlay & Co., Calcutta.

SALES BY AUCTION.

BENNETT and COMPANY, No. 4, FORBES STREET.

WEEKLY SALE.

TO-MORROW SATURDAY, the 26th instant, Messrs. BENNETT & Co. will sell by Public Auction, at their rooms, a large quantity of Grey and Coloured Piece Goods, &c.

The Property of a Gentleman Proceeding to Europe.

A few articles of Blackwood House-hold Furniture, such as Tables, Chairs, Couches, Campcods, Dressing and Washing Tables, Dressing Glasses, Reclining Couches, Clothes Presses, Sideboard, Pier Table, Hanging and Table Kerosine Lamps, Tool Chest, Glass and Crockery Ware, a English Cooking Stove, Books, Plants, &c.

1 Jubbulpore single-pole Tent, 16 by 14.
1 Rowtee, new.
1 ditto old.
1 Bechoba.

At 1 P.M.

1 Handsome Park Phaeton.
A Basket Carriage to hold four persons.
A strong Brougham Horse, 8 years old.

AUCTION SALE OF CORAL JEWELLERY.

TO-MORROW SATURDAY, the 26th instant, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at their Rooms .....

A lot of selected corals, cameo, lava, and mosaico jewellery, such as sets of brooch and ear-rings, necklaces, bracelets, sleeve buttons, &c.

AUCTION SALE OF COMRET AND NARIAD COTTON.

TO-MORROW SATURDAY, the 26th instant, at 4 P.M., Messrs. BENNETT & Co. are instructed to submit to Public Auction at Colaba, in the Jutha of Shamjee Mooljee, by order of Vullubram Emchund, and on account and at the risk of the first purchasers, Messrs. Kunker, Preiswerck & Co.

About 50 candies of Comret and Neriad Cotton, Surveyed by W. H. Bushby, Esq.

AUCTION SALE of valuable and handsome Household Furniture, best Plated, rich Crockery and Glassware, Piano, Carriages, Horses, &c., at Upper Colaba.

The date will be fixed hereafter. Messrs. BENNETT & Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, &c., the property of Captain Warner.

Full particulars will be given hereafter.

Just Landed.

An invoice of superior English-made plated and brass mounted single and double harness by William Middlemore.

AUCTION SALE of valuable and Handsome Household Furniture, Plated Glass and Porcelainware, &c., at No. 88, Malabar Hill.

On TUESDAY, the 6th proximo, Messrs. BENNETT & Co. are instructed to submit to Public Auction, at his residence, at the abovementioned place, the valuable and handsome household furniture, &c., the property of J. G. Pickering, Esq.

Full particulars will be given hereafter.

AUCTION SALE OF COALS.

Messrs. BENNETT & Co. are instructed to submit to Public Auction on Prere Bunder, on SATURDAY, the 26th instant, at 3 P.M., the following parcels of Coals :—

About 250 Tons of Nixon's Merthyr Steam Coals lately landed ex ship "Obscuricho" from Cardiff, shipped by Heath, Evans & Co., and certified to be of the best description and to have been fresh, wrought and double screened at time of shipment.

About 574 Tons of Davis' Merthyr Steam Coals, lately landed ex ship "Panchito," from Cardiff, shipped by D. Davis and Son, and certified to have been fresh, wrought and double screened at time of shipment.

Terms.—Nett cash payable on weight delivered. A deposit of 25 per cent. to be paid at the time of sale, and delivery to be taken within 12 days of date of sale.

AUCTION SALE OF LANDED PROPERTY

On MONDAY, the 28th instant, at 4 P.M., Messrs. BENNETT and Co. are instructed to submit to Public Auction, on the premises, by order of the mortgagee, and on account and at the risk of Witteba Dhurmajee Cambray and Rukhmabace wife of Witteba Dhurmajee Cambray, the mortgagors, the following landed property, viz., all that piece or parcel of Ground or land or ground with the messuage, tenement, or dwelling-house standing thereon, situate, lying, and being on the north side of Mirza Ali Mahomed Khan street or Old Nagpada, in the sub-district of Mandvie, in the island of Bombay, and assessed by the Collector of Assessment under No. 119, containing by admeasurement in breadth fourteen feet and nine inches on the south side thereof, and fifteen feet on the north side thereof, be the same little more or less, and bounded as follows, that is to say, on or towards the east by the house of Ahmed Saheb, on or towards the west by the house of Baanoo Tassawalla, on or towards the north by a sweeper's passage, and on or towards the south by Mirza Ali Mahomed Khan Street or Old Nagpada.

BENNETT & Co.

Bombay, 25th April 1873.

SALES BY AUCTION.

DINSHAW HORMUSJEE AND COMPANY, No. 12, APOLLO STREET.

WEEKLY AUCTION SALE.

TO-MORROW SATURDAY, the 26th instant, at 1 P.M., Messrs. DINSHAW HORMUSJEE and Co. will sell by Public Auction, at their Rooms in Apollo Street, No. 12.

A quantity of grey and coloured piece goods, such as grey shirtings, T. cloths, madapollams, jaconets, scarfs, dhoties, chintz &c.

Also, an invoice of the remainder portion of kerosine table, wall and hand lamps, spare chimnies, globes, cotton wicks, chimney brushes, scented cakes of soap, water-proof checked coat-, paper envelopes, gold watch chains and guard gilt ditto, buckles, brooches, lockets, watch keys, pencil cases.

AUCTION SALE of Handsome Household Furniture, Plated, Glass and Porcelainware, &c., at the Bungalow at Bandora Hill, just opposite the Mount Mary.

TO-MORROW SATURDAY, the 26th instant, at 3 P.M., Messrs. DINSHAW HORMUSJEE and Co. are instructed to sell by Public Auction, at his residence, at Bandora Hill, opposite the Mount Mary, the handsome household furniture, &c., the property of H. E. Jacomb, Esq., (proceeding to Europe). The same comprises, cut glassware, dinner, tea and dessert sets, plated articles, a set of camp blackwood dining table, sideboard, carved circular tables, chairs, reclining and other couches, easy and long-arm chairs, camp cots, clothes presses, chest of drawers, dressing and wash-hand tables, toilet glasses, screens, teapoys, writing table, hanging and table lamps, cutlery, spoons and forks, copper cooking utensils and dispense articles, pictures in maple and gilt frames, beer, wine, and other articles, &c.

At 4 P.M.

(If not previously disposed of)
Will be sold in Auction.

A pallanquin-shaped office Shigram, with a powerful Bay Horse, and a set of harness, complete.
A handsome Grey Arab Riding Horse.
No Catalogues and the property is now on view.

DINSHAW HORMUSJEE & Co.

Bombay, 25th April 1873.

NEW ADVERTISEMENTS.

INDIAN TRAVELLERS' GUIDE,

PASSENGERS by Rail or Boat arriving in Bombay will find full and accurate information regarding every ROUTE of TRAVEL from this City to other parts of India and abroad, in the "INDIAN TRAVELLERS' GUIDE," published at the *Bombay Gazette* Press on the 1st of each month. This "Guide" is the only one published in Bombay, and containing alterations in the service of Trains and Steamers on this side of India corrected up to date. The "Guide" has an excellent Railway Map of India, and an Introduction giving much useful information to Strangers staying a week or two in Bombay.

Price—EIGHT ANNAS.

ANNUAL SUBSCRIPTION ..... Rs. 5.

The GUIDE may be obtained at
The "BOMBAY GAZETTE" OFFICE,
The BOOKSELLERS,
The BOMBAY HOTELS, and
The PRINCIPAL RAILWAY STATIONS.

THE s. s. INDUS, from SUEZ, has brought the CARGOES of the following Vessels :—

ACCELERATED CARGO Ex
S.S. NUBIA, from Southampton, 27th March 1873.

UNACCELERATED CARGO Ex
S.S. ALBANIAN, from Liverpool, 20th March 1873.
S.S. INDUS, from Southampton, 20th March 1873.

GEORGE F. HENRY,
Superintendent, P. & O. Company.

THE CONCERT inaugurating the GRAND ORGAN in the TOWN HALL, BOMBAY, (the gift of SIR ALBERT SASSOON, C.S.I.) will take place on TUESDAY next, the 29th instant, to commence at 6 o'clock.

Mr. Charles Frye, Organist of the Cathedral, Calcutta, will preside at the Organ, and Selections will also be played by Gentlemen Amateurs.

Tickets will be issued on SATURDAY, when they can be obtained of Messrs. THACKER, VINING, & Co., and Messrs SOUNDY & Co. Price Rs. 3 and Rs. 2 each.

A TRAINED CERTIFICATED MISTRESS, English, Protestant, desires a RE-ENGAGEMENT, either for a Girls' or Mixed School. Good Reports from H. M. Inspectors. Also Testimonials and References. Music. Address "J. C.," Office of this Paper.

GREAT INDIAN PENINSULA RAILWAY.

NOTICE.

VISITORS TO MATHERAN.

On SATURDAY next, the 26th instant, and on every subsequent SATURDAY, until further notice, the LOCAL TRAIN, which leaves Bombay at 6-5 P.M., will be worked through to NAREL for the convenience of VISITORS to MATHERAN.

A SPECIAL TRAIN will also leave NAREL at 6-30 A.M. on MONDAY MORNING, the 28th idem, and on every subsequent MONDAY, until further notice, arriving in Bombay at 10-17 A.M.

Ordinary and Return and Coupon Tickets will be issued by those Trains.

HENRY CONDER,
General Traffic Manager.

Bombay, 24th April 1873.

VOLKART BROTHERS,
PRICE LIST OF WINES AND SPIRITS.

CHAMPAGNE.

REAL DRY VEUVE CLICQUOT, per case of 1 doz. qts. Rs. 40
GOLD ROCK CHAMPAGNE, very dry ,, ,, ,, ,, 30

STILL HOCKS.

Liebfraumilch	... ...	...Rs. 20	per doz. qts.
Steinwein	... ...	... 20	,, ,,
Rudesheimer	... ...	... 24	,, ,,
Hochheimer	... ...	... 24	,, ,,
Marcobrunner	... ...	... 30	,, ,,
Hochheimer Victoria Berg	... ...	... 30	,, ,,

CLARETS.

St. Estephe Medoc	... ...	...Rs.	9 per doz. qts.
Chateau de Frands	... ...	... ,,	14 ,, ,,
Vray Canon	... ...	... ,,	18 ,, ,,
Chateau Leoville	... ...	... ,,	24 ,, ,,
Chateau Lafite	... ...	... ,,	28 ,, ,,

VERMOUTH.

Superior quality	... ...	...Rs.	12 per doz. qts.
Inferior quality	... ...	... ,,	10 ,, ,,

ITALIAN CLARET.

In Barrels containing 59 gallons and above, Rs. 125 each. The same Wine bottled here at Rs. 6-8 per dozen.
10 per Cent. Discount on taking 10 dozen or more.

CHOICE ITALIAN WINES.

Barbera Amaro Spumante (Sparkling)	Rs.	12	per doz. qts.
Barbera Amaro Secco ... (Still)	... ,,	12	,, ,,
Brachetto	... ,,	12	,, ,,
Barolo	... ,,	12	,, ,,
Nebiolo	... ,,	12	,, ,,
Moscato Bianco ...	... ,,	12	,, ,,
Passito Forzato ...	... ,,	12	,, ,,

BRANDIES.

Tricoche & Co. (Blue Capsule), 1866	...Rs.	16	per doz. qts.
Ditto (Red Capsule), 1865	... ,,	17	,, ,,
G. Martineau	... ,,	18	,, ,,
Blanchy Frères & Co.'s ...	... ,,	18	,, ,,
H. and C. Balaresque ...	... ,,	18	,, ,,

CHEESE.

Gruyere Cheese, weighing from 40 to 50 lbs. at 14 As. per lb.

Bombay, 24th April 1873.

NOTICES.

Best Electro-Plated Beer MUGS, GOBLETS, & TANKARDS in a variety of patterns.

SUITABLE FOR PRESENTATION.

From Rs. 7 to Rs. 90.

TREACHER & Co. (Limited).

SARSAPARILLA.

WILKINSON'S Essence or Fluid Extract of RED JAMAICA SARSAPARILLA, prescribed by the Faculty for Purifying the Blood, Debility, Liver Complaints, and freeing the system from the effects of Mercury; exclusively used in India and the Colonies as a Prevention to Tropical Diseases.

"Superior preparation that may always be relied upon."—Sir Astley Cooper.

"We are in every respect satisfied with it."—Lancet.

"We recommend your Sarsaparilla as the best."—Medical Review.

Sold in ½, ¼, and Pint Bottles.

Caution.—Many spurious, worthless, and injurious preparations are offered to the Public ; see that both Bottle and Label have the Name and Address, also Trade Mark (W in a diamond).

QUINTESSENCE of JAMAICA GINGER and CAMOMILE.

WILKINSON'S preparation of Ginger and Camomile has long been deservedly known as an excellent domestic medicine. It is a most efficient Stomachic Tonic, and the best remedy for Flatulency and disorders arising from impaired digestion.

It is not affected by climate.

No European in India or Tropical Countries should be without it.

Sold in ½, ¼, and ⅛ Pint Bottles.

AROMATIC TINCTURE or QUINOIDINE.

For the prevention of Fever, Ague, and effects of Malaria.

An unfailing remedy.

It may be mentioned that those who, during the campaign in the Crimea, daily took a small quantity, passed entirely unharmed through the raking fire of Fever and Dysentery that thinned the ranks around them.

Sold in Half and Quarter-pint Bottles.

Prepared only by Thos. Wilkinson, 270, Regent Street, London,

BOMBAY.

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla, and Fort, Poona.

And of all the principal Firms in India and the Colonies.

FOR SALE,

AT THE "BOMBAY GAZETTE" OFFICE.

LITHOGRAPHIC STONES.

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MILLINER, DRESS MAKER, OUTFITTER, SILK MERCER, &c.

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FASHIONABLE MILLINERY

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ALL SUPPLIES RECEIVED PER "OVERLAND MAIL" STEAMERS.

WEDDING AND MOURNING ORDERS CAREFULLY ATTENDED TO.

"RIDING HABITS MADE TO ORDER."

LADIES' OWN MATERIAL MADE UP WITH CARE AND TASTE.

TERMS—CASH.

Orders from Outstations, to ensure immediate attention, should be accompanied by a remittance or reference for payment in Bombay.

HOT SEASON GOODS.

BY APPOINTMENT,

BADHAM AND COMPANY

HAVE just received, a Fresh Consignment of GOODS for the present Hot Weather : comprising Light Tweeds in every colour, Oxford Shirtings, French Shirtings, Silk and Wool, &c., &c.

TEN PER CENT. DISCOUNT FOR CASH.

	Rs. a.		Rs. a.		Rs. a.
GLOVES.		JEWELLERY.		UMBRELLAS.	
Ladies' White Kid Gloves ...	P. Pr 2 12	Gold Links, Solitaires, Shirt Studs, Pins, &c.		Ladies' and Gent's Silk Umbrellas. White Cotton Lined Green.	
Ladies' Colored Kid Gloves.	,, 2 12	SHIRTS.		HOSIERY.	
Gent's White Kid Gloves ...	,, 3 0	Badham's Silk and Wool, each	9 0	Fine Brown Cotton Half Hose ...	12 8
Gent's Lavender Kid Gloves	,, 3 0	Badham's Pure All-Wool, each	8 8	Fine Fancy Striped, from ...	14 8
Gent's Colored Kid Gloves...	,, 3 0	Badham's Oxford Cloth, each...	6 8	Fine Merino Half Hose, from ...	16 0
Gent's Dogskin Gloves.....	,, 2 12	Badham's Spun Silk.....	12 0	Knickerbocker, Ribbed, per pair.....	4 8
COLLARS.		Badham's French Cambric, per doz.....	60 0	Fine Merino Under-vests, ½ doz. for	20 0
Shakespear, Realm, Suez, First Lord, Pall Mall, Grosvenor, West End, and a variety of other new shapes, per doz.....	6 8	Badham's White Shirts, p.doz.	60 0	Fine Super India Gauze ... ,, ...	26 8
SCARFS.		SLEEPING SUITS.		Fine ,, ,, Drawers, each	6 0
Duke of Edinburgh, Napier, Teck, and Windsor	2 12	Badham's Oxford Cloth	11 0	OVERLAND SUITS.	
The Romal Satin.....	3 0	Badham's Pure All-Wool	18 0	Badham's Blue Serge Suits	30 0
Washing Scarfs, in a variety of colors.		Badham's Silk and Wool	19 0	Badham's Flannel Serge Suits	22 0
HATS.		Badham's Spun Silk.....	22 0	Badham's Scotch Tweed Suits	35 0
Lincoln and Bennett's Black Silk Hats	15 8	TIES.		BRACES.	
Lincoln and Bennett's Drab Shell Hats.....	12 8	Black Eglinton and Tom-Thumb.....	1 0	Best Indiarubber, Clarence & Cantab	2 0
Black Felt Hyde Park, Brighton, Derby, Stanhope, and Scarboro' ...	6 8	Coloured ,, ,, ...	1 8	HANDKERCHIEFS.	
Brown Felt do. do.	7 0	White Dress Ties, from	0 8	Fine White Cambric, Hemmed, per doz ,, ,, ,, Colored Borders...	5 0 / 5 0
Drab Felt Cantab, Isis, and Chester..	6 0	HELMETS.		Fine Irish Cambric, from.....	10 0
Sola Topies, new shape	5 0	Hawke's Regulation Helmet.....	18 0	TRUNKS, &c.	
HOUSEHOLD LINEN.		Hawke's Regulation White Helmets, with brass Chin Straps & Spike ...	33 0	Overland Trunks, Portmanteaux, Courier Bags, Hand Bags, Rugs, Straps, &c.	
Damask Linen Table Cloths, Damask napkins, Sheeting (Double and Single), Sponge Bags, from	1 8	White Helmets, for Civilians	18 C	STICKS.	
		White and Drab Hunting Hats	15 0	Gent's Walking Sticks and Canes.	
		OVERLAND CHAIRS.			
		English-made, with Leg Rest	11 0		
		Do. without do	10 0		

TAILORING.

A large Stock of Coatings and Trouserings in every variety of material. Patterns and Instructions for Self-measurement sent post-free on application.

BADHAM & COMPANY.
23, RAMPART ROW, BOMBAY.

NOTICES.

JUST PUBLISHED, PRICE Rs. 5,

CALCUTTA REVIEW, APRIL 1873, contains an important Article on the Political Department in Bombay.

THACKER, VINING, & Co.

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AT
P. GRANT AND SON'S,
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SADDLERY AND HARNESS
OF EVERY DESCRIPTION,
WHIPS SPURS,
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MILITARY ACCOUTREMENTS.

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BOOT AND SHOE-MAKERS,
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EAST STREET, POONA,

Have always on hand a very select Stock of Ladies', Gentlemen's, and Children's Boots and Shoes.

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Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, &c., always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

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CAVALRY, INFANTRY, AND POLICE ACCOUTREMENTS, &c., &c.,

DOUBLE AND SINGLE LEATHER MACHINE BANDS,
FIRE ENGINE HOSE AND BUCKETS MADE TO ORDER.
LEATHER and MATERIALS for REPAIRS of HORSE ARTILLERY and CAVALRY EQUIPMENTS SUPPLIED to REGIMENTAL OFFICERS at MODERATE RATES.

MESSRS

COMMERCIAL INTELLIGENCE.

THURSDAY, 24TH APRIL 1873.

EXCHANGE on London still continues to show a downward tendency, especially for 3 years' Credit Bills. Advices of lower rates ruling in Calcutta has been one cause for rates here ruling lower.

Government Securities are still well held at our quotation, at which we cannot quote many transactions.

Bank Bills, 6 months' sight	1s. 11¾d.
Credit Bills, do.	1s. 11 7/16d. to 1s. 11 15/32d.
Documents, do.	1s. 11¾d.
Bank Bills, 3 months' sight	1s. 11 1/16d.
Credit, do.	1s. 11 3/16d. to 1s. 11 7/32d.
Documents, do.	1s. 11⅛d. to 1s. 11 9-32d.
Bank Bills, demand	1s. 10¾d.

On Calcutta Bank Bills, 60 days' sight. 99⅞
Do. demand..... 100 1/16 to 100¼ discount.

On Madras, 30 days' sight ..... 99½ nominal.
Do. demand..... 100

On China House Bills, 60 days' sight. 225½

GOVERNMENT SECURITIES.

Five-and-a-half per cent.	110½
Four & half per cent.	104¾ to 104 11/16
Four per cent.	102¾
Four & half per cent. (Public Works Loan)	106
Five per cent. Debenture Loan, 1866-67	103¾
15 years' Debenture Loans	109½
10 years' do.	105
8 years do.	103
Six per cent. Municipal Loan House Rate	113
Do. Market Rate	112
New French Loan 5 per cent, fully paid up of 1871 and 1872	92
New French Loan instalment paper of 1872	94
Paris Municipal Loan (Debenture Rs. 117) per Bond	115.

Rates of discount at New Bank of Bombay—	
Loans on Government Paper on demand	4½ per cent.
Fixed Loans on do. to 3 months'	5½ ,,
Do. do. over 3 do.	6½ ,,
Do. on Merchandise	7½ ,,
Cash Credit do. to 3 months'	6½ ,,
Do. do. over 3 do.	6½ ,,
Do. do.	7½ ,,
Bank Bill	6½ ,,
Mercantile Paper	8½ ,,

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-8-6 to 10-9
Carolus	290
Mexican Dollars	222
Five-Franc Pieces	221½
Bar Silver	107½ to 107¾
Gold Leaf	16-12
Bar Gold 10 oz. English 180 touch	16-14
Australian Gold 100 touch	16-13

FREIGHT REPORT.

THURSDAY EVENING.

NOT much enquiry for steamers. Sailed in active enquiry the Ashgrove and Duncairn, both Colonial built, engaged 4,000 bales each with Seeds &c., at £1-5-0, which was relet at £2-2-6, thus reducing the rate for Cotton to £2-12-6. The Macedon engaged 2,000 bales Cotton at £2-13-9 without Seeds.

London	Cotton, Cases, Seeds	No ships.
Liverpool	Iron Ships Cotton	£2 17s 6d.
	Wooden Ships ,,	£2 13s. 9d. to £2 15s. 0d.
	Mirabollams	£2 2s. 6d.
	Coir bdle	£0 17s. 6d.
	Seeds	£2 2s. 6d. nominal.
Havre	Cotton, Coffee	£3 0s. 0d. nom.
Overland Steamers—		
Venice		£3 5s. 0d.
Trieste		£3 7s. 6d.
Liverpool		£3 0s. 0d.
Havre		£3 0s. 0d.
Liverpool via Suez Canal		£2 18s. 9d.
China	Steamer Cotton	Rs. 6 per bale.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 6 per bale nominal.
Calcutta	Salt	Rs. 5 per ton.
Calcutta to Bombay		s.s. Rs. 15 p. ton. ; ship Rs. 14½ p. ton and Calcutta Port charges.
Mauritius		Nothing doing.

BOMBAY BILL AND STOCK LIST.

THURSDAY AFTERNOON.

DEMAND for Bank of Bombay 2nd Issue at higher rates. Spinning shares quiet. Press shares dull.

BANKS.

No. of Shares	Nominal value each.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	85
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,400
10,000	500	all	5 p.ct.	Do of Bombay New	752½
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	235
5,250	1,000	all	8 p.ct.	Do of Madras	1,170
10,000	250	all	8 p.ct.	Chartered Mercantile Bk of L. & China	250
40,000	281¼	all	12 p.ct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
37,090	250	125	3 p.ct.	National Bank of India	109
10,000	250	all	12 do	Oriental Bank	450

RAILWAY COMPANIES.

.....	£20 31s 3-0 p.c.	G. I. P. Railway Consoli. dated Stock	233
.....	£20 10911-0 do.	Do. New £20 Shares	126
.....	£20 43 10-2 do.	Ditto	
.....	£100 1,000 do.	B. B. & C. I. Railway Co.	1,125
.....	£18 19 5-1 do.	Do. New Shares	215

SALES AND PURCHASES.

PIECE GOODS.

The market closed quiet but unchanged, and a very small business continues to be done at our quotations. The following sales are reported to have been made by European firms yesterday :—

1,000	pieces	Grey Shirtings	fine	40 in. 39 yds. 8¼ lbs.	at Rs.	6 1 0
500	,,	,,	,,	40 ,, 39 ,, 8¼ ,,	at ,,	5 13 0
500	,,	,,	,,	45 ,, 39 ,, 9 ,,	at ,,	6 6 0
1,350	,,	,,	Jaconnets	40 ,, 20 ,, 2½ ,,	at ,,	2 1 3
1,500	,,	,,	,,	44 ,, 20 ,, 2½ ,,	at ,,	2 5 6

COTTON.

The market continues in the same state, and a further decline of Re. 1 to Re. 2 per candy has taken place. The following are our closing rates :—

New Oomrawuttee (Ready)	at Rs.	195	to Rs. 200
,, Akote ,,	at ,,	205	to ,, 208
,, Broach M.G. ,,	at ,,	230	to ,, 240
,, Hingunghaut ,,	at ,,	228	to ,, 232
,, Dhollera ,,	at ,,	215	to ,, 207

The undermentioned purchases are reported to have been made by European firms yesterday :—

500	candies	New Bhownuggur 10 days	at Rs.	205	
50	,,	,, ,, W.S. Ready	at ,,	201	
25	,,	,, ,,	at ,,	205	
75	,,	,, Mowa ,,	at ,,	205	
100	,,	,, ,,	at ,,	205-217	
300	,,	,, Anjore ,,	at ,,	197	
50	,,	,, Vingoria ,,	at ,,	185	
50	,,	,, Broach M.G. ,,	at ,,	239	
30	,,	,, ,,	at ,,	236	
75	,,	,, ,,	at ,,	235-39	
100	,,	,, ,,	at ,,	238	
50	,,	,, Julgaum ,,	at ,,	194	
50	,,	,, Cutch ,,	at ,,	185	

YARNS.

5,400 lbs. Water No. 20's	at 10½ to 10¾	as per sample.
12,000 lbs. Medio No 30's to 60's	at 13½ to 17½	,,
10,500 lbs. Water No. 30's	at 11 5/8	,,
6,000 lbs. Turkey Red, No. 40's	at 28	,,
9,000 lbs. Coloured, No. 30's to 60's	at 15½	,,

DAILY IMPORTS.—24TH APRIL.

FROM LONDON.

Thunderbolt, 17 cases portwine, Aldridge, Salmon and Co.

FROM GENOA.

Arabia, s, 50 cases brandy, Cowasjee Maneckjee and Sons ; 25 cases champagne, 50 cases claret, and 200 boxes brandy, Pochajee Framjee and Co.

DAILY EXPORTS.—24TH APRIL.

FOR LIVERPOOL.

Clara, 63 bales cotton, K Horridass and Co ; 500 bundles galls, P Ranchoodass ; 50 bales cotton.
Ambrose, 250 bales cotton, W Nicol and Co.
Wimbledon, s, 20 bales wool, D Mathooradass.
Kirkwood, 200 bales cotton, Gaddum and Co.
Annot Lyle, 1,165 bundles coir yarn, S Pudomsee ; 250 bales cotton, N Manockjee and Co ; 100 bales cotton, Lawrence and Co ; 70 bales hemp, P Porbhodass ; 250 bales cotton, N Kessowjee and Co ; 100 bales cotton, A'Kiebe and Co ; 70 bales cotton, H Nageeo and Co ; 50 bales cotton, L Nursee ; 55 bales cotton, T Lillaram.
Mabel, 100 bales cotton, Gaddum and Co ; 200 bales cotton, H Dods and Co ; 500 bales cotton, W and A Graham and Co ; 300 bales cotton, S Mooljee.
Bewick, s, 100 bales cotton, N J Abraham ; 100 bales cotton, W Bogle and Co ; 32 bales wool, J O Yajnik ; 500 bales cotton, W and A Graham and Co ; 100 bales cotton, E Spinner and Co ; 50 bales cotton, C Ebram.
Hidalgo, s, 44 bales wool, T Dhollachand ; 350 bales cotton, W Nicol and Co ; 170 bales cotton, F Sands and Co ; 2,600 bundles coir yarn, P Runchordass ; 200 bales cotton, G Goculdass ; 200 bales cotton, G Damodar ; 70 bales cotton, R Pragjee.
William Cory, s, 65 bales cotton, V Poonsee and Co ; 33 bales cotton, C Pitamber ; 600 bales cotton, Kailli Brothers ; 200 bales cotton, Volkart Brothers ; 130 bales cotton, K Toolseedass ; 200 bales cotton, N Manockjee and Co ; 500 bales cotton, Knoop & Co.
Deccan, s, 25 bales cotton, N Khatow.
Tiber, s, 2,414 dholls coir yarn, D Bhicajee Khan and Co ; 600 bales cotton, Gaddum and Co ; 2,000 packages myrabollams, Lyon and Co ; 200 bales cotton, C Munjee ; 157 bales cotton, F Sands and Co ; 500 bundles linseed, H D Fisher and Co ; 50 bales cotton, L Nursey ; 50 tons old iron, G Khanbhoy.
Helen Scott, 100 bales cotton, R L King and Co.

FOR LONDON.

Maud, s, 14 bales hides, P Asser ; 37 bundles dry leaves, K Cowasjee ; 200 bales cotton, 4 bundles hides and 1 bundles skin, Volkart Brothers ; 35 packages galls, E D Sassoon and Co ; 1,500 packages wet dates, E Moosajee ; 18 bags galls, D Sassoon and Co ; 9 bales hides, C Nanjee ; 10 bundles nuxvomica, M Corjee ; 5 cases mirzat hearb, A Ameeroodin ; 10 cases fishmawa, M Dama ; 10 bales hides, N Gangjee ; 12 bales hides, W Nicol and Co ; 32 cases olibanum, V Nanjee.
Deccan, s, 1 case shells, A Ahmed.

FOR GENOA.

Arabia, s, 10 bales hides, G Sigg and Co ; 50 bales cotton, H Clasen and Co.

FOR HAVRE.

Deccan, s, 55 bales cotton, J Siegfried and Co.

FOR FALMOUTH.

Undaunted, 600 bales cotton, Gaddum and Co.

FOR NEW YORK.

Athena, 10 bales hides, G Sigg and Co.

FOR MARSEILLES.

Arabia, s, 20 bales hides, G Sigg and Co ; 1 box silver coins, Comptoir d'Escompte de Paris.

SHIPPING.

ARRIVALS.

April.	Vessel.	Commander.	From.
23	Glee Maiden	Cummins	Liverpool, Nov. 11.
	Garner Colby	Dunbar	Shields, Nov. 18.
24	Indus (s)	Stewart	Southampton, Mar. 20

DEPARTURE.

April.	Vessel.	Commander.	Destination.
24	Fazul Currim	Pead	Zanzibar via Mauritius

The ship Hannah Law, Dawson, to Liverpool, obtained her port clearance yesterday.

HOOGHLY.

ARRIVALS.

April 21 Scotia (s) ..... Wicks ..... Camorta, April 14.
Rona (s) ..... Ribighini ....

ADEN.

ARRIVALS.

April. 7 Tehichatchoff, s, Witt, from London.
7 Asia, ss, Crocco, from Bombay.
7 Killarney, ss, O'Neill, from Jeddah.
7 Arabia, ss, Cabouras, from Genoa.
10 DeRuyter, ss, Folk, from Batavia.
10 Massilia, ss, Anderson, from Suez.
10 Crocodile H. M S., Parkins, from Bombay.
11 Lottie, ss, Smith, from Rangoon.
11 Sestos, ss, Harris, from Mangalore.
12 Good Hope, ss, Briton, from Calcutta.
12 Parsee, ss, Harrison, from Bassein.
12 Nelson, ss, Scott, from Bassein.
12 Hilton Philipson, ss, Purvis, from Bombay.
12 Chester, ss, Grantham, from Bombay.
13 Gladys, ss, Bards, from Shields.
13 America, ss, Booth, from Bombay.
14 Atlanta, ss, Mathews, from Bombay.
14 Tweed, ss, Duff, from Malta.
14 Peter Jabsen, ss, Werlf, from Rangoon.
14 Irrawaddy, ss, Bordan, from Marseilles.
14 Violet, ss, Ganderson, from Bombay.
14 Trafalgar, ss, Watson, from Singapore.
14 Royal Minstrel, ss, Howsagoe, from Mangalore.
14 China, ss, Perrins, from Calcutta.
15 Ellora, ss, Fraser, from Bombay.
16 Danube, ss, Fleureais, from Mauritius.
16 Vibilia, ss, Baker, from London.

DEPARTURES.

April 10 Asia, ss, Barclay, to Calcutta.
10 Tchichatchoff, ss, Witt, to China.
10 Asia, ss, Crocco, to Genoa.
10 Arabia, ss, Cabouras, to Bombay.
10 Massilia, ss, Anderson, to Bombay.
10 Killarney, ss, O'Neill, to Bombay.
10 DeRuyter, ss, Folk, to Holland.
10 Crocodile H. M's., ss, Parkins, to Plymouth.
10 Tamar, brig, Mitchell, to Rangoon.
11 Alice Otto, ss, Gibb, to Liverpool.
11 Lottie, ss, Smith, to Port Said.
11 Sestos, ss, Harris, to London.
12 Good Hope, ss, Bainton, to London.
12 Maud, ss, Brittain, to Bombay.
13 Nelson, ss, Scott, to Malta.
13 Hilton Philipson, ss, Purvis, to Amsterdam.
13 Chester, ss, Grantham, to Rotterdam.
13 America, ss, Booth, to London.
14 Tweed, ss, Duff, to Colombo.
14 Atlanta, ss, Mathews, to Liverpool.
14 Peter Jabsen, ss, Werlf, to Gibraltar.
14 Irrawaddy, ss, Bordan, to China.
14 Violet, ss, Ganderson, to Liverpool.
15 China, ss, Perrins, to Suez.
15 Ellora, ss, Fraser, to Suez.
15 Royal Minstrel, ss, Howsagoe, to London.
15 Trafalgar, ss, Watson, to London.
16 Arnecott, ss, Scott, to Kurrachee.

VESSELS IN HARBOUR.

Feb. 16 Dudley, bg, Nacoda, from Macalla.
Mar. 7 Mashal Bahar, bg, Nacoda, from Chittagong.
23 Ceres, ship, Cochrane, from Tyne.
25 Prince Charley, ss, Lonskill, from Liverpool.
25 Friga, ship, Crawford, from Liverpool.
26 Northern Empire, ship, Williams, from Cardiff.
April 8 Calcutta, s, Atkisson, from Zanzibar.
12 Parsee, ss, Harrison, from Bassein.
13 Gladys, ss, Bards, from Shields.
15 Danube, ss, Flenreais, from Mauritius.
16 Vibilia, ss, Baker, from London.

STEAMER REPORT.

GALLE, 24th April, 7-50 A.M.—French mail steamer Hoogly from China anchored.

MILITARY.

ARRIVALS.—APRIL 23.

Harris, Lieutenant-Colonel, Royal Artillery, on leave, from Mahableshwur.
Barry, Lieutenant, 11th Bengal Regiment, on leave, from Subathoo.

APRIL 24.

Spring, Captain, Royal Artillery, from furlough, from England.
Lord, Surgeon Major, Medical Service, from furlough, from England.
Benthall, Captain, Bengal Cavalry, from furlough, from England.
Hoggan, Captain, Bengal Cavalry, from furlough, from England.

BOMBAY GOVERNMENT ORDERS.

(*Bombay Government Gazette*, April 24.)

MILITARY DEPARTMENT.

Surg-Major A C McLeod, M D, Mad Medl Estabt, is allowed furlough to Europe for one year, on medical certificate.

Capt H Stewart, H M's 37th Regt, Dy Asst Q. Mr Genl, Bengal Army, is allowed furlough to Europe for six months, on medical certificate.

The undermentioned officer is admitted to the Bombay S C., with effect from the date specified, subject to the confirmation of the Rt Hon the Secy of State for India :—

Capt W W Haywood, Genl List, 11th March 1873.

Col H T Macpherson, C B, V C, Ben S C, Comdt, 2nd Goorkha Regt, is allowed to proceed to Europe, on medical certificate, under the Furlough Regulations of 1868, in anticipation of the furlough which will be granted to him by the Govt of his own presidency.

Major J Clements, S C, Dy Asst Commy Genl, is allowed a furlough to Europe for one year and 36 days, from date of departure in May next.

The undermentioned officer, having completed twenty-six years service, to be Lt Col :—

Staff Corps.—Major Moscom Boyd, 3rd April 1873.

The following promotions are made in the Barrack Dept, with effect from 8th March 1873, to complete the Estabt as above sanctioned :—

Depy Asst Commy and Hony Ens John Jackson to be Depy Commy.

Depy Asst Commy and Hony Ens Weldon Charles Tarleton to be Asst Commy.

Condr George Richard Tofft to be Depy Asst Commy.

Sub-Condr James Wright to be Condr.

With reference to G O No 591 of 1869, officer rejoining from privilege leave will, under any circumstances, do so at their own expense.

Staff Vety Surg F F Collins is brought on the strength of H M's British Forces serving in this Presidency from the 14th Nov 1871, the date of his arrival in Bombay.

The undermentioned officer is allowed furlough to Europe for two years, from date of departure in May next :—

Lt-Col J H S Pierce, S C, Second in Comd, 24th Regt N I.

The undermentioned officer is allowed furlough to Europe for six months, on urgent private affairs :—

Lt-Col E Waddington, S C, 2nd in Command, 23rd Regt N L I.

JUDICIAL DEPARTMENT.

H E the Govr in Council is pleased to appoint Mr R H Pinhey to act as a Judge of H M's High Court of Judicature at Bombay, during the absence of the Hon Mr Justice Kemball on leave, or until further orders.

POLITICAL DEPARTMENT.

Capt G R Goodfellow held the office of Political Agent, Kutch, as substantive pro tem, from the 19th Jany 1873 to the 18th March 1873, the period during which Lt-Col A Y Shortt held the substantive appointment of Resident at Baroda by Govt Notification dated the 29th March last.

Capt W A Salmon resumed charge of the office of Personal Asst to the Political Agent in Kattywar on the 7th inst before office hours.

JUDICIAL DEPARTMENT.

The following appointments to take effect from the end of the next summer vacation in the Gujerat Districts :—

Rao Saheb Chotumlal Oolasram, to be second class, first grade, Sub Judge of Dholka, in the Ahmedabad Dist, vice Khan Saheb Temooljee Hormusjee.

Khan Saheb Temooljee Hormu jee to be second class, first grade, Sub Judge at Jumboosser, in the Surat Dist, vice Rao Saheb Manekram Oomiaram.

Rao Saheb Jamyutram Himutram to be second class, first grade, Sub Judge at Broach, in the Surat Dist, vice Rao Saheb Chotumlal Oolasram.

Mr W Scott Howell to be second class, third grade, Sub Judge at Dubhwara, in the Satara Dist, rom 15th June next, vice Rao Saheb Mookoond Balajee, deceased.

Under the provisions of Sec 14 of Act II. of 1864, the Hon the Govr of Bombay in Council is pleased to invest Lt F M Hunter, acting Second Asst to the Political Resident at Aden, with the powers of a Judge of a Court of Small Causes, as defined in Act XI. of 1865.

Baron de H Larpent to act as Judge and Session Judge of Poona and Agent for Sirdars in the Deccan, vice Mr Pinhey, or until further orders.

Mr J C Fernandes delivered over charge of his duties as Supt of the Yerrowda Jail on the 11th inst, after office hours.

Mr C Mapp assumed charge of his duties as Ag Supt of the Yerrowda Jail on the 16th inst, before office hours.

Mr A D Pollen assumed charge of his appointment as Ag Asst Judge and Sessions Judge of Surat on the 16th inst, before office hours, and made the necessary declaration of office as required by (Bom) Act VI. of 1865.

Mr A M Cantem, first class Sub Judge of Dharwar, was in charge of the duties of the District Court of Dharwar for two periods, viz, from the 7th to 12th Feb 1873 and from the 18th to 29th March 1873.

Under the provisions of Sec 28 of Act XIV. of 1869 (the Bombay Civil Courts' Act), the Hon the Govr in Council is pleased to invest Rao Bahadoor Dajee Govind Goopte, first class, second grade, Sub Judge at Dhoolia, in the Khandeish Dist, with the jurisdiction of a Judge of a Court of Small Causes for the trial of suits cognisable by such Courts up to the amount of Rs. 500, which may arise within the local limits of his ordinary jurisdiction of a Sub Judge, first class.

Under the provisions of Sec 28 of Act XIV. of 1869 (the Bombay Civil Courts' Act), the Hon the Govr in Council is pleased to invest each of the undermentioned Sub Judges of the second class with the jurisdiction of a Judge of a Court of Small Causes for the trial of suits cognisable by such Courts up to the amount of Rs 50, which may arise within the local limits of his ordinary jurisdiction of a Sub Judge, second class :—

Rao Saheb Narayenrao Balwant, Sub Judge, second class, first grade, at Yawul, in the Khandeish District.

Rao Saheb Krishnrao Sadashiv Joglekur, Sub Judge, second class, first grade, at Malligaum, in the Tanna District.

Under the provisions of Sec 35 of Act XI. of 1865, the Hon the Govr in Council is pleased to appoint Rao Saheb Samookram Navindrai Hora, Sub Judge of the second class at Nariad, to be Registrar of the Court of Small Causes at Nariad.

REVENUE DEPARTMENT.

Mr W B Mulock to act as Asst Commr in Sind, and Branch Inspr Genl of Registration for the Province of Sind, during Mr J G Moore's absence, or until further orders.

Mr J K Spence, Ag Second Asst Collr of Poona, is allowed privilege leave of absence for two months and twenty-four days.

Mr C E S Steele, Sepy Dy Collr, Sind, has been permitted by H M's Principal Secy of State for India to return to duty by the mail of 27th March 1873.

Mr E H Heart, Asst Supt, Ratnagherry Revenue Survey, has been allowed privilege leave of absence for two months from the 1st instant.

Mr G Waddington to act as Collr and Mag and Political Agent of the Dist of Dharwar during the absence of Mr E P Robertson, or until further orders.

Mr Michael Hearn, Supt of Panchgunny, is allowed a further extension, up to 31st May next, of the sick leave granted to him on the 16th inst.

Mr W Woodward to act as First Asst Collr of Ratnagherry during the absence of Mr A K Nairne, or until further orders.

The undermentioned Junior Civil Servants passed examinations in the following languages on the 21st inst :—

Mr E C Orasme in Marathee, and Mr J Davidson and Mr G G Turner, in Hindoostanee.

GENERAL DEPARTMENT.

Surg E H R Langley to be Ag Civil Surg of Ratnagherry, during the absence of Surg Joynt, or until further orders.

Mr F R S Wyllie, Ag Under-Secy to Govt in the Revenue, Financial and Genl Dept, has been allowed privilege leave of absence for forty-eight days from the 1st of May next, or from such date as he may avail himself of the same.

PUBLIC WORKS DEPARTMENT.

Captain J Jopp and Capt W H Yates respectively delivered over and received charge of the office of the Supt of Public Works, Rajkote, on the 31st March 1873, at noon.

The Hon Col M K Kennedy, R E, Secy to Govt in the P W and Ry Depts, is allowed three months' privilege leave.

Col J A Fuller, R E, is appointed to act as Secy to Govt during the absence of the Hon Col Kennedy, retaining charge of his substantive appointment.

Col Fuller received charge of the duties of Secy to Govt on the 21st inst, after office hours.

Capt P Phelps, R E, is appointed Ex Engr., Belgaum and Kulladghee.

Lt H H Settle, R E, received charge of the office of the Ex Engr, Ahmednuggur, on the afternoon of the 9th April 1873, from Maj E P Gambier, R E.

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G. W. TERRY
Member of Committee and Honorary Secretary.
Bombay, 21st April 1873.

BOMBAY EXHIBITION OF 1873.

PERSONS or ESTABLISHMENTS having CLAIMS against the MANAGING COMMITTEE of the BOMBAY EXHIBITION are requested to SEND THEM IN without delay.

G. W. TERRY,
Member of Committee and Honorary Secretary.
Bombay, 24th April 1873.

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THE BOMBAY EXHIBITION—OPEN DAILY from 10 A.M. till 6-30 P.M.—will CLOSE on the EVENING of the 27th instant.

VISITORS are warned not to load their Children with Ornaments. Admission Fee—ANNAS FOUR.

G. W. TERRY,
Member of Committee and Honorary Secretary.
Bombay, 19th April 1873.

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

DOVETON—April 14th, at Nagpore, the wife of Captain J. C. Doveton, of son.
FALLS—April 12th, at Inampore, Bhaugalpore, the wife of J. B. Falls, Esq., Indigo Planter, of a daughter.
STEVENS—April 20th, at Jubbulpore, the wife of Captain Stevens, 3rd Madras Light Cavalry, of a daughter.
WAKEFIELD—April 19th, at Jhung, Punjab, the wife of Mr. G. E. Wakefield, Officiating Deputy Commissioner, of a son.

MARRIAGES.

HAWKINS—CALLANDER—April 15th, at St. John's Church, Peshawur, by the Rev. T. P. Hughes, Captain Henry Lumsden Hawkins, of the Bengal Staff Corps (5th B. C.), to Caroline Frances, second daughter of Randal Callander, Esq., Her Majesty's Consul, Rio Grande do Sul, Brazil.
HARE—POLLARD & McQUEEN—POLLARD—April 17th, at St. James' Church, Lahore, by the Rev. T. Wade, C. M S., assisted by the Rev. J. Baldwin, Chaplain, G. Hare, Esq., 22nd Regiment P. N. I., to Maria Louisa, eldest daughter of Colonel C. Pollard, Royal Engineers ; also Captain J. McQueen, Commanding 5th Regiment P. I. F. to Charlotte Helen, second daughter of Colonel C. Pollard.

DEATH.

HARRINGTON—April 18th, at Agra, of consumption, Sergeant James Harrington, Army Commissariat Department, aged 30 years, 7 months and 3 days.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

FRIDAY, APRIL 25, 1873.

ONE Jamshedjee Pallonjee, whoever he may be, writes to the *Times of India* in dispraise of the late Dr. George Buist, and says that when judged by his writings it will be found that "at heart Dr. Buist was no real friend of the "natives" of India.

For about fifteen years Dr. Buist occupied the Editorial chair of the *Bombay Times*, and filled the office with such ability as to establish for that journal a reputation such as has not been surpassed by any other Indian journal. Not only did Dr. Buist make the *Bombay Times* respectable and respected, but when he retired from the Press to fill a very honourable official post in the Bengal Presidency it was acknowledged that he had raised the whole Press of India to a higher dignity than it had previously enjoyed. And this was accomplished when the Services of India were rankly and peculiarly exclusive. In Bombay society Dr. Buist was not only received but welcomed everywhere. Moreover, in every scientific or useful work, no man in Bombay was more prominent than the distinguished Editor of the *Bombay Times*. He pottered in many things, failed in some, and succeeded in others, but in all that he undertook his honesty of purpose and desire to be useful could not be mistaken or misunderstood. His purse was always in his hand and his heart influenced his purse. It was his desire to be useful, that kept him poor when he might have been a rich man, and he left Bombay no wealthier in pocket than when he came. The honest truth is that he spent himself, both purse and intellect, in endeavouring to advance the city which his commanding intelligence adorned. As a public man and a public-spirited man he has never been surpassed by anybody in Bombay. If he did not contribute his thousands to public charities it was because he had not thousands to give. His soul was not sordid enough to seek for riches, and he lived, not for himself, but for those that surrounded him. On the occasion of one meeting of the proprietors of the *Bombay Times* when a reduction of salaries and establishment was proposed, Dr. Buist at once struck Rs. 200 off his own salary to begin the reform, although this reduction was not contemplated by the proprietors.

So thoroughly was the late Dr. Buist recognized as a public-spirited man that he was nominated Sheriff of Bombay in 1851 amidst general applause. We cannot stop to recount all or even a part of the public work in which he engaged, but Mr. Dosabhoy Framjee has given a just prominence to the local School of Industry which was Dr. Buist's own. Who in Bombay ever knew Dr. Buist to spend an idle day, and when did he ever deny himself or his advice to anybody, whether European or native? We write at a time when there are hundreds of people in Bombay who can sit in judgment upon our remarks, and we believe that fair justice was not meted out to the late Dr. Buist when he left Bombay. If it is true that Dr. Buist did advance the respectability of the Press by the force of his own character and the powerful influence of his pen, will the natives of India say that that alone is not sufficient to prove that he was their friend? To our thinking such an achievement is more friendly than a gift of lacs of rupees.

During the sixteen or seventeen years of Dr. Buist's connection with Bombay his writings were of the highest order of journalism, and that these writings were fraught with blessings to the people of this country will be confessed by everyone who had the pleasure of perusing the well filled pages of the *Bombay Times*. And this brings us to the eventful days of the Indian mutinies and to the writings about which Mr. Jamshedjee Pallonjee complains with such extreme bitterness, and upon which alone he wishes the journalistic reputation of his enemy to rest. Viewing the eventful period of the mutinies from the position of to-day, it is easy to point to a few leading articles couched in language of anger; but if any of these articles were offensive they were so only to the disloyal and the turbulent: moreover, before just offence can be taken to any of the mutiny articles which came from the pen of the late Dr. Buist the question should be honestly asked, "Was any of-"fence given in the first place by those who took "offence subsequently? and was friendly relations "maintained by those who complained afterwards "that friendliness was not manifested towards "themselves?" We by no means wish to defend intemperate language in a journalist, but in passing judgment upon the writings of any one it should be remembered that a judicial impartiality is expected, all the circumstances connected with the writings should be examined before a decision is expressed. Has Dr. Buist's critic done this? The concluding para. of his letter completely discloses both his animus to the departed and his reasons for rushing into print on this occasion. Mr. Jamshedjee Pallonjee says it was not Mr. Nowrojee Furdoonjee who removed Dr. Buist from the editorship of the *Bombay Times*, but Mr. Pallonjee Hormusjee, the father of Mr. Jamshedjee, who done this great deed, of which the son is not a little proud. And it is with the spirit of filial affection strong upon him that he proceeds to write *history* and to arrive at the conclusion that one of the most public-spirited citizens of Bombay, and one of the best friends of the natives of India, was the enemy at heart of the whole mass of the natives of this country.

We do not regard the Parsees as natives of India, although many have sought the association upon public grounds. In manners, religion and public spirit the Parsees are much higher in the scale of civilization and they had nothing to do with the mutinies, but on the contrary expressed their willingness to be enrolled with the Bombay Volunteers of those days. So that in this view the Parsees will have very little sympathy with Mr. Jamshedjee and his private quarrel. If anybody in Bombay is now qualified to pronounce an opinion upon the general feelings which the late Dr. Buist entertained towards the people of India it is Mr. Dosabhoy Framjee. Both in his life and writings Dr. Buist was an open book that all might read, but if there was anything within him which everybody could not see, Mr. Dosabhoy Framjee had special opportunities of discerning it. And so closely does the experience of Mr. Dosabhoy coincide with that of the general unbiassed public that his verdict may be safely accepted.

It was our privilege to be present at a meeting of the friends of the late Dr. Buist when he was about to start *The Standard*, and we experienced the pleasure of meeting many of the leading Parsees in the room, including Sir Jamsetjee Jejeebhoy. Passing by the incidents of that meeting we may be permitted to refer to the leading columns of the new journal which Dr. Buist established and to ask whether under the circumstances, and even without them, the friend of the people of India did not again peep forth on every suitable occasion?

The recognition of the qualities of Dr. Buist by the Governor-General of India under which he was invited to become a servant of the State in a congenial appointment was most honourable to a member of the Press—the honour was unsolicited. He did not long enjoy his reward. But this we are entitled to say that that reward was not bestowed because the recipient had distinguished himself as the enemy of the people of this country, but because he was their friend. It is easy to profess friendship and to behave friendly in the anticipation of favours to come, the whole life in India of the late leading journalist and accomplished scholar was of that character of open manliness which could descend to no meanness, not even the meanness of drawing the hearts of men towards himself with the view of drawing filthy l

ed on its own merits. Dr. Birdwood remarked to me to-day that the condition is a most unfortunate one for Goldstucker's own reputation, for with the continual progress now making in Sanscrit scholarship, it is not improbable that the Dictionary bequeathed to the India Office may be out of date in 1920. Mr. Thakur of the Civil Service, who lately went out to Bombay, is said to be directing his studies in this direction with great success, and to be highly thought of by German Sanscrit scholars in London.

A good deal of anxiety is now generally expressed regarding the possible results of Sir Bartle Frere's mission. If it be true that Sir Bartle feels himself powerless to effect any good because the Home Government did not give him the means of carrying out his policy, his best course would be to do what he believes to be necessary and dare the Government to repudiate his acts. No Government could venture to recall or censure him for taking vigorous measures to put down slavery; and he is really master of his own fate now. It will never do for him to come home leaving the work half done.

Home politics have begun to grow dull again. The compromise agreed upon between the Government and Mr. Fawcett about the member for Brighton's University Bill is one more instance of the impolicy of the course the Conservative party took in refusing office. Had Mr. Disraeli been in power, he might have taken Mr. Fawcett by the hand and gained for his party the credit of settling the Irish University question. Such an alliance would have provoked Mr. Gladstone to fury and rendered him more unpopular than ever by throwing him into the arms of the Ultramontanes. But now the Liberal Government wisely comes to terms with Mr. Fawcett, and the Conservatives are left out in the cold. The Prime Minister could not be kept from showing his petulant dislike to Mr. Fawcett last Friday evening, when the Irish members tried to get rid of the University Bill on a point of order, but the alarm created among his own followers by an exhibition of feeling which the *Times* declared would break up the Liberal party gave weight to the remonstrances of the cooler heads among his own colleagues, and, to avoid another breakdown, a truce has been patched up which may last the rest of the session. What is the German saying? Art is long, life short; success difficult, opportunity transient. The Conservatives have thrown away an opportunity, and Fortune, a true woman, will not readily pardon them the *spretæ injuriæ formæ*, and give them another chance. The Ministry have only to remain on their good behaviour, and it is quite possible that the cry for a dissolution this year may subside. In any case, what has the Opposition to go to the country upon now, unless it can build a charge of financial mismanagement on the revelations about the expenditure of the Post Office?

The only exciting incident of the Parliamentary week has been the breach of privilege question raised by the Irish members last night, with reference to an article in the *Pall Mall Gazette*. The epithet of "venal," by which the *Pall Mall* described the Ultramontanes, is certainly undeserved. If these men could be bought it would be easy enough to know how to deal with them; they could not do half so much mischief as they do now if they were not honest fanatics. The "row" ended quietly, the House generally showing its sympathy with the Irish members and urging them to take no further notice of the matter.

J. M. M.

WEEKLY COMMERCIAL LETTER.

(SPECIAL FOR THE "BOMBAY GAZETTE.")

LONDON, 4TH APRIL.

For the last week or two new companies have been coming out at a prodigious rate, some very speculative and with large capitals, others safe and good with moderate claims on the market. Ordinarily I should not have thought the matter worth naming but for the issue of one scheme of great magnitude, the success of which may tend to materially enhance the value of all Indian and Colonial Railway debentures. The scheme is entitled the Railway Debenture Trust, Limited, and the promoters and directors are men sufficiently powerful and influential to make the thing a brilliant success. The leading directors are Mr. Samuel Laing, your quondam financial secretary, Sir Edward Watkin, Mr. George Leeman, M.P., Mr. Arthur Kinnaird, Mr. John Pender, and Mr. Philip Rose, the eminent solicitor. A stronger Board, one more likely to obtain the confidence of every separate class of investors, it would, I believe, be difficult to name in London. I think it necessary to say thus much, because the scheme is one of those that have been conceived in the fertile brain of that genius for promotion, the Baron Albert Grant, and once upon a time such an announcement would have been no recommendation in any sense. But your readers will please to bear in mind that Grant is now a very wizard of finance; everything touched by his magic wand turns out well, and the biggest people in the city are not above courting his aid and benefitting by his audacity. That a project is said to have been worked out by him is therefore now a great help to its success. However, the features of the scheme are in any case sufficiently attractive. It carries out the idea first started by the Foreign and Colonial Government Trust—a joint product of the intellects of Mr. Samuel Laing and Mackenzie, the now unbreeched chief of Kintail—but it extends the principle. Instead of, as in that case, merely issuing certificates for sums invested over a wide range of Government securities, it proposes a large issue of share capital on which debentures are issued for five times the amount. These debentures are invested in the debentures and debenture stocks of English, Colonial, and Foreign Railways. The share capital is similarly invested, to yield probably at the lowest estimate 6 per cent. Over and above the regular interest paid on debentures there will, it is assumed, be a considerable excess which will go to the shareholders, and this amount will of course increase with the actual extent of the issue. Only half the share capital will be first called up. Hence it is brought out by calculation that, with an issue of £1,000,000 of debentures, the shareholder will get 8 per cent., with £2,000,000 of debentures he will have 11 per cent., with £3,000,000 14 per cent., with £4,000,000 17 per cent., with £5,000,000 20 per cent., on the amount of share capital called. There is nothing improbable in these wonderful calculations. If a firm like Rothschild's raised five millions sterling on its own bills discounted at the present bank rate, and invested the proceeds in sound foreign or English Railway stocks, it would make almost three per cent. out of nothing and with absolutely no risk. If it raised the amount to twenty millions and got the bills floated without difficulty, it would then, assuming its trading capital to be four millions sterling, nett almost 20 per cent. on this exceptional use of its credit. There is just one requisite indispensable for the success, to this extent, of the Railway Debenture Trust; its cash must be invested in debentures that will yield a high rate of interest. This is one contingency against the likelihood of much of its capital being put into either English or Indian debentures. A certain proportion will, if only to give a basis of safety, but the bulk must find its way into Continental or American stocks. Nevertheless the large purchases which such operations involve must indirectly enhance the value of the best home and colonial debentures by limiting the market for investments. The higher the prices of American or French mortgage stocks, the less the temptation to speculative investors here, and the greater the inducement to be content with stocks that yield a somewhat lower return of interest with greater security. This tendency will be further strengthened by the fact that in addition to the Railway Debenture Trust, another has been formed solely for American railway mortgage bonds, which of course will powerfully help to absorb these securities. Thus the prospects of holders of all really good and well secured Railway stocks are at present excellent.

There is yet another circumstance I may mention for the guidance of persons on your side who may want to put occasional surplus means or savings into investments. We are threatened with a long period of inflation, that is of money at a good figure, but not dear, of active speculation in joint stock schemes and loans and, if we have a good harvest this year, of brisk trade generally. Among the other kinds of negotiable property that will be run upon will be submarine telegraph shares. They, too, are largely bought and held by trusts, the principal being the Submarine Cables Trust; and the new scheme of which I have been writing, although mainly for Railway Debentures, includes Telegraph Debentures too. The novelty is that Telegraph Companies are about to introduce the system of borrowing on debenture, and that these will form an excellent security, yielding good interest. The Atlantic lines, which are now virtually amalgamated, will issue debentures: one of them, indeed, the French, has already done so, and they stand at a high premium. By means of the capital thus raised the companies duplicate or triplicate their cables, and of course every such addition, while it multiplies public facilities, increases the security of the debenture holder. The Eastern Companies have not begun to issue debentures, but I have no doubt they will. The entire line between England and Egypt will soon be duplicated and supported by all sorts of feeders; when that is done, the bases for an issue of debentures will be so good that the step will probably be taken to provide the capital for doubling the Red Sea line; then in due course will follow the doubling of the China and the Australian—particularly the latter. Two classes of investors are thus tempted—the more cautious who look to fixed but safe returns, and the speculative, who do not object to some risk with a chance of profit.

The Money Market has again got tighter this week, and although another advance in the Bank rate has not yet taken place, it may be announced almost immediately. It is still however so low, that we can stand two other movements of 1 per cent. each without any serious alarm, since our business position is, on the whole, sound, and the Bank of England is still strong enough for a heavy drain on its reserves. The only peculiarity in the present case is that the pressure proceeds from the Continental money centres and mainly those of Germany—an odd result to follow the glutting of Germany with so many millions of cash by the payments of the French Government. The explanation, of course, is that of all those millions, a large proportion was laid aside by the German Treasury for coinage purposes or otherwise locked up, and the remainder did not suffice to bolster up the prodigious fabric of speculation which was started after the peace. The issue has singularly falsified the confident predictions made two years ago and at intervals since by our monetary authorities, to the effect that no matter how prodigious and sudden might be those transfers of cash, money would find its level as certainly as water, and the congestion of one place go to make good the depletion in another. Yet while rich Germany is so hard up that as much as 30 per cent. per annum was charged yesterday at Frankfort for carrying over bargains at the share settlement, poor France has quite enough for her wants and suffers neither from crisis nor the apprehension of one. The mode in which the German stringency affects us is that it accelerates the desire of the Government to get over some more gold of what is now lying to their credit in London, and as other claims for gold are coming in, the concurrence is unpleasant. There is also a money crisis in New York which the banks there are striving to stave off by drawing on their London correspondents, and although they have not taken gold from this side, they have prevented the remittance of much that would otherwise have come here, which is just as bad so far as we are concerned.

The loss of the Atlantic steamer, one of the great passenger lines lately started between Liverpool and New York, has caused a very painful sensation here. The line—the White Star, as it is called—is a new one, and all the vessels have been built in Belfast. Hitherto it has been fortunate enough, but I fear the vessels are, like many others now-a-days, built for show and speed rather than durability and safety. A very singular circumstance has been noted here in connection with this loss. As usual with regular steamship lines, the sailings of each vessel in the line are advertised by the company for months in advance. In an advertisement of this line, published some time before the Atlantic was lost, giving the dates of sailing of the steamers up till August next, the name of the Atlantic is altogether omitted, though in the regular course of things it should have appeared at least thrice over in its place. Perhaps the intention was to sell her or transfer her to some other route; but there stands the fact—the vessel was struck off the list of probable sailers in print long before fate struck her off the list of actual vessels by dashing her to pieces on the rocks at Meagher's Head. Of the insurances effected, it is believed that about £35,000 will fall on London and £100,000 on Liverpool, a terrible blow for the sorely-tried underwriters.

In connection with this matter an underwriter at Lloyds called my attention to-day to the case of a steamer called the Surrey, now loading at Liverpool for Calcutta. Her tonnage is 1,071 register, 1,119 gross register, 1,307 builders measurement; and her engines have 90 horse-power nominal. He asks if this very inefficient power has not something to do with losses at sea, and how it can be expected that a steamer so under-powered can successfully contend against a strong monsoon. This is another illustration of the defects in the new description of steamers built for the Suez Canal, to which I have called attention in previous letters.

The report of the Chartered Bank of India, Australia, and China, states that the net profits for the year ending 31st Dec. last is £10,145-17-2, out of which it is proposed to pay a dividend for the six months at the rate of 2½ per cent. per annum.

A man answering to the description of the missing forger of the American gang, George Bidwell, has just been caught at Edinburgh, identified by Parkins and Gotto's man, and brought up here for examination. On his person were found ten diamonds, of the estimated value of £150 each. I expect this was the man who sent my friend the solicitor a diamond for a retaining fee, as mentioned in a previous letter.

SIR BARTLE FRERE ON THE EAST AFRICAN SLAVE TRADE.

Yesterday evening a conversazione, at which Sir Bartle Frere, Colonel Pelly, and the chief European and native gentlemen were present, was held in the bungalow at Girgaum of the Hon. Mr. Mungaldass Nathoobhoy. The compound was decorated to a certain extent, and in a corner we noticed a transparency which was doubtless intended to represent the hero of the hour. The drawing-room was completely filled with people. His Excellency took a chair at one end of the room, and the principal visitors were accommodated near him in a position convenient for hearing. Among the native gentlemen present were—Kursondass Nensee, Narronjee Damodhur, Jeyram Sewjee, Ebramjee Sewjee, Gopall Mowjee, Raywagur Rowjee, Anundjee Visram, Jeyram Gondjee, Veerjee Damodhur, Tarrya Topun, Jairazbhoy Peerbhoy, Currimbhoy Soorjee, Luckmidass Khimjee, Dwarkadass Vussonjee, Khutao Mukhoond, Mathooradass Khetsey, Mooljee Thackersee, &c. It is probable that Mr. Mungaldass purposely invited the pricipal members of the Bhattia, Khoja, and Bunnia community, as it is people belonging to these classes who are chiefly interested in the slave trade. Shortly before six,

His Excellency Sir Bartle Frere rose and said—Mr Mungaldass Nathoobhoy and gentlemen,—I have been asked to say a few words on the present occasion, and I very gladly avail myself of the opportunity. I believe I was sent with this Expedition mainly because I was for many years connected with Bombay. In telling you anything about what we have been doing during the last few months of course you cannot expect me to enter into particulars about the instructions which I received from the Home Government or even into particulars about the negotiations which the Expedition have carried out. All this will be made public in due time, and I trust it will be found to be satisfactory. I shall merely mention a few of the matters which struck me most as having a connection with the interests of some of the natives in this part of India. In the first place, I was not prepared to find the whole coast of Africa entirely occupied, so far as trade is concerned, by Indian merchants. I believe that if you wished to get information on the former state of commercial affairs on the east coast as compared with the present you could not do better than read some of the accounts of what the old Portuguese found when they went there. They tell us that they found the whole of the trade and the greater part of the administration of the country in the hands of Moors, although from the description of their numbers and of the way in which they managed their own commercial affairs and the affairs of the states into which the country was divided, they appear to be precisely what we all know as the great Mahomedan trading classes of this country. These Portuguese describe all the different classes which we now find on the east coast, and it may be as much news to you as it was to me that of all the trading classes there the principal part of the trade was in the hands of three or four of the castes which I now see represented before me. First of all in influence, if not in numbers, there was a large community of Bhattias, and next a few Banians, and Lohannas, who may be said to represent the Hindoo trading classes of this great city. Some classes of natives of India are conspicuous by their total absence—Brahmans, for instance Chutryas, Bengalee Baboos, the Shettias of Madras, and Marwarees. I found these three great Mahomedan classes to be the most numerous in the trade—Khojas Borahs, and Memons, but of these the most numerous were the Khojas. It was a surprise to me that from almost opposite Socotra, down nearly to the Cape Colony and along the Madagascar coast, the whole trade seemed, within the last forty or fifty years, to have passed into the hands of natives of India. You will recollect that the Portuguese almost entirely extinguished the Indian trade on the east coast, where Indians had almost ceased to be represented excepting by a few who went from Kurrachee, Mandvie, and some of the Kattywar ports. Yet now, and as I have said, for the last half century, the natives of India have monopolised the East African trade, to such an extent that I do not think it would be possible now to distribute or collect a cargo upon the African coast excepting through the agency of some of your countrymen. I found that wherever I went, not only in the larger ports but also in the smaller villages, where there were only one or two ships, the shipper was almost certain to be an Indian. These merchants might have been Khojas or Borahs, and there I used to find them exactly as you might see them in shops in some of the outlying villages on the Guzerat frontier, where they sit, dispensing their wares, among the Bheels or the coolies surrounding them. I have mixed among these merchants, and so far as I did so I found that they all talked either Guzerati or Hindostani. All this to me was quite a novelty. I knew that there was a large and increasing commerce, but I repeat that to me the extent to which India had monopolized the East African traffic was quite a novelty. I found that concurrent with this growth of Indian interests on the African coast this slave trade grew up which was the immediate object of my mission—a slave trade which is now so extensively carried on that thirty or more thousand of human beings are, I believe, exported every year from Africa. I thought at first that this great trade must necessarily be an old evil, but we were told that it was an evil which had always existed, and no doubt a small trade did exist there some time ago. The reason may be this. Before Indian merchants went back to the East African coast to resume a trade which they had lost for the last 200 years, probably since the Mogul Empire began to decay, a great piratical field had sprung up and the seas used to be swept by robbers. A great many of these pirates were, I am afraid, of European descent, but they were chiefly Arabs. These pirates were sufficient to prevent the slave trade being carried on its present state, because, as you may easily imagine, no ship filled with slaves could make any resistance against a well-armed pirate. It happened that two things occurred within the last fifty years. There had been a general resumption of the old trade by Indian merchants, and accompanying it there had been a general growth of the slave trade. I do not wish you to suppose that these two things were connected in the way of cause and effect, because I must say of Indian merchants that as to direct connection of Indian merchants with the slave trade, I have found very little to their prejudice, and indeed all the great merchants are free from connection with the slave trade, although by the possession of capital, which might be exchanged for human beings, they may have had an indirect connection. That was the state of things as we found it, and upon the subject of the slave trade I need not say more than what you know already. You are aware of the feeling on the subject in England, and I believe in India generally, that this trade must be stopped. I have no doubt it will be stopped very speedily, because things at both ends of Africa have changed greatly of late. All the civilised countries in the world who used to be customers for slaves have now given the practice up. In another three years there will be a legal end put by Government to the slave trade in the Portuguese colonies where that trade used to be general. Then the Government of Madagascar is favourable, and I may say that this struck me as one of the most favourable symptoms of improvement in that country. The Government of Madagascar is composed entirely of natives, and yet they have set their faces against slavery and declared that it shall not exist in their country. At one of the ports in Madagascar we found an Arab nacoda in prison for a year for carrying on the slave trade. The King of the Johannas told us that his island should not be a place for harbouring slaves, and that all people brought to his territories as slaves should be set free. On the Arabian coast I found there was the same disposition with reference to slaves who might be brought to those lands that are under the political rule of Colonel Pelly. All the people in these places told us they would set their faces against slavery. Therefore I have no doubt that slavery upon its present scale will cease shortly. At the same time there will remain for many years to come a desire on the part of certain people to make money by trafficking in human flesh, and the attempt to do so will be made in spite of all we may do to prevent it. It is in this respect that I think the gentlemen at present here, who are connected either as caste fellows or as countrymen with the merchants of East Africa, or at all events those who hold the purse strings, may do a deal of good work to assist the English Government. If you inform your minds upon this subject and read what is now on record in print regarding the slave trade, and set your faces against the traffic in the way that you would deal with any other great evil that comes before you, or with any general impediment to civilisation, you will act directly upon your countrymen who are carrying on this trade. You might be able to create a public opinion on the subject which would greatly assist the public opinion of England. I believe that in a few years you could make it a disgrace for anybody calling himself a Hindoo or a Mahomedan merchant to be even suspected of having anything to do with this trade. I wish that those among you who have leisure and power to lead the opinion of your countrymen would come forward to assist that civilisation which England is bent upon introducing in Africa. The work will have its material as well as its moral reward. The east coast of Africa is really magnificent. It is quite as fine naturally as your own Malabar Coast, abounding in good harbours and facilities for trade beyond anything I have ever seen. Hitherto the trade of this coast has been a sort of monopoly in the hands of people who in their way are extremely intelligent because they have seen a good deal of the world and rubbed off a good many prejudices. Upon the whole they are more active men than their fellow-countrymen here, and I need not say that that is saying a great deal for any merchant. I wish there were more classes of people engaged in the trade, because I believe one of the chief causes of our prosperity has been the great mixture of races in India. I may say that I did not see a single Parsee from one end of Africa to the other, excepting in Mozambique, and I wish Parsees were more numerous. I have said that the present monopolisers of the trade are energetic men, but what they chiefly require is a little of modern education and civilisation—certainly they ought to get some of the learning of the West. In the diffusion of this kind of knowledge many of you here might do much good. Most of these merchants can read Guzerathee if they can read nothing else, and I wish that some of the Guzerathee-speaking gentlemen who are educated would write information for these people in that language. By this means the greatest good could be accomplished. There is now direct communication by steamer from Aden, and I hope there will soon be the same from Bombay and Arabia, so that it will no longer be so difficult to communicate with these people that they must wait for about seven months before they can communicate with Europe. I foresee the time that there will be greater communication between this country and the east coast of Africa, and I look upon it as a certainty that you will be able in one way or another, directly or indirectly, to do a great deal in making Africa as free from the curse of slavery as India now is. Let me assure you in conclusion that what you have heard of the horrors of the slave trade is in no way exaggerated. We have seen so much of the horrors which were going on that we can have no doubt that what you read in books, which are so often spoken of as containing exaggerations, is exaggerated in no respect. The evil is much greater than anything you can conceive. Among the poorer class of Africans there is nothing like security from fathers and mothers being put to death in order that their children may be captured, and I may say that every tenth person captured dies after his seizure. I cannot lose this opportunity of telling you what really very much concerns you—first of all that you have indirectly a great deal to do with the maintenance of the present state of things; that it is greatly in your power to stop the traffic; and that the suppression of such an evil is one as worthy of you as of the combination of all civilised nations. I hope to hear that my old friends in Bombay will do their part well, and I am sure that if the matter is once placed before them in its true light they will not be behind in their duty. I thank you all for the patience with which you have listened to me, and I hope that those of you who understand English will explain what I have said to those who do not. (Loud applause.)

The Hon. Mungaldass Nathoobhoy—Gentlemen, I think you all agree with me that our warmest thanks are due to Sir Bartle Frere for the very interesting and important information which he has so kindly given us. I have no doubt that all my countrymen who have anything to do, either directly or indirectly, with the slave trade in Zanzibar and Muscat will follow the valuable advice which he has just tendered to us. (Applause.)

His Excellency was then introduced to a number of native gentlemen, and after a conversation with a number of friends he took his departure amid the applause of the gentlemen who had assembled to meet him.

NEW-LETTER.

(FROM OUR OWN CORRESPONDENT.)

UMBALLA, 21ST APRIL.

The weather here forms one of those problems which delight the hearts of physicists. For the past fortnight it has been absolutely getting cooler, and at present it is only for a few hours in the middle of the day that we feel it at all disagreeable. There is not a single *punkhawallah* to be met with in cantonments, and the mornings are so cool that we are glad to jump into winter clothing. Still a cloudless sky, the sun advancing north of the equator, and the hill-slopes quite near to *echo* his powerful rays,—these facts do not at all reconcile themselves with the present state of the weather. In fact, it is a question, in the solution of which, Dr. Tyndal and his colleagues would revel.

Lord and Lady Napier passed through here *en route* to Simla. During the few hours which he spent in Umballa His Excellency inspected the hospitals occupied by British and native troops.

A few cases of small-pox have occurred in the Sudder Bazaar, but the disease is not of a violent nature, and the patients have been removed to the convalescent camp, where they will remain in quarantine till all traces have disappeared. This prompt measure may be the means of checking the progress of this direful disease, so much dreaded by the European portion of the community.

I would have sent you an account of the gymnastic entertainment given by the instructors of this station, but the fact is it was not worth wasting time or space on it. The performance was advertised to take place on Thursday and Saturday, but, owing to some bungling about a band, they were unable to perform on the former day, so that everybody got completely disgusted with the affair, and on Saturday, when they did put in an appearance (*minus* the band) they had to perform to empty chairs and benches.

The station is deserted. Everybody who could at all manage to go has decamped.

Colonel G. G. Brown, R. H. A., has proceeded to take up his command of the Artillery division at Rawul Pindee.

BOMBAY.

The Exhibition.—1,851 persons visited the Exhibition yesterday.

Fair.—The annual fair of the Wagashree Temple, Parell, commences on Sunday next, and will last about four days.

The Yerrowda Jail.—Mr. C. Mapp assumed charge of his duties as Acting Superintendent of the Yerrowda Jail on the 16th instant.

Kattywar.—Captain W. A. Salmon resumed charge of the office of Personal Assistant to the Political Agent in Kattywar on the 7th inst.

The Poor-Box.—The Senior Magistrate acknowledges with thanks the sum of Rs. 100, from Admiral Cumming, contributed to the Fort Police Court poor-box.

Second Assistant Collector of Poona.—Mr. J. K. Spencer, Acting Second Assistant Collector of Poona, has been allowed privilege leave of absence for two months and twenty-four days.

Under-Secretary to Government.—Mr. F. R. S. Wyllie of the Bombay Civil Service, Under-Secretary to Government, has been allowed privilege leave of absence for forty-eight days, from 1st May next.

Native Superstition.—We learn from a Broach paper that on the 18th inst., about half-past 7 P.M., a meteor was seen falling there. This is taken by the natives of that place as a sign of some heavy calamity.

Fatal Accident.—A Mahomedan named Ali Dawoodkhan, who got his arm broken by the machinery of the Scoit Press Company on the 25th of last month, died on Wednesday at the Jamsetjee Hospital.

District Judge of Poona.—As we mentioned the other day, Baron de H. Larpent, District Judge of Surat, has been appointed to act as Judge and Session Judge of Poona and Agent for Sirdars in the Deccan, vice Mr. Pinhey.

Accident.—On Wednesday a Hindoo named Bhow Narayen, whilst at work at the Royal Spinning and Weaving Mills, Parell, had his left arm accidentally fractured by the machinery. He was removed to the Jamsetjee Hospital.

Accident on Boardship.—A Mussulman named Hubibux Kullum, residing at Bapoo Hajam Street, fell on Wednesday into the hold of a ship at Carnac Bunder. He was much hurt and was removed to the Jamsetjee Hospital.

Assault.—At the Fort Police Court on Wednesday, Moses Walker, a European, was fined by Mr. Nana Morojee Rs. 15, for assaulting Tookaram Dewjee and two other labourers, employed in the Albert Mills Company, whilst in an intoxicated state.

Inquest.—A man named Shaik Curreem, who was picked up on the Market Road on Tuesday and taken to the Jamsetjee Hospital, died on Wednesday. An inquest was held on the body, which was identified and the enquiry stands adjourned till to-morrow.

Gamblers.—At the Fort Police Court yesterday, before the Senior Magistrate, Jairam Khuttow was charged, at the instance of Mr. Inspector Killen, with keeping a common gaming house at Kazee Mohla Street, and seven others with gaming therein with dice and money. The prisoners were adjudged guilty, and the first four were fined Rs. 25 each and the rest Rs. 10 each.

Statement of Silver Balance in the Mint.—Value of silver in the Mint on the morning of the 14th April 1873, Rs. 73,69,291; add silver received during the week Rs. 27,599; deduct, new coin paid during the week, Rs. 6,00,000; total balance, Rs. 67,96,890. There are in addition 89,436 rupees' worth of silver bullion belonging to private individuals deposited in the Mint vaults, and awaiting assay.

Sassoon Mechanics' Institute.—The annual general meeting of the members of the Sassoon Mechanics' Institute for the Session of 1872-73 will be held at the rooms of the institute this evening at 5 o'clock.

Business.—1. Presentation of the annual report. 2. Propositions and alterations of some of the rules of the institute. 3. Presentation of a prize medal.

Suspicious Death.—On Wednesday two Hindoo girls, aged respectively seven and ten years, and named Bhagee and Kuckmee, went out as usual about the town to pick up sticks and rags, and while somewhere near Mombadevi, Bhagee found some native sweetmeat near a dust-bin. They sat down and ate the sweetmeat, and about an hour afterwards the girls commenced to vomit. Bhagee died at about 4 P.M. in her house on the Forras Road, the other girl was removed to the Jamsetjee Hospital, where she is progressing well.

The Court of Petty Sessions.—At the Court of Petty Sessions held yesterday at the Fort Police Court before John Connon, Esq., Senior Magistrate, W. Loudon, Esq., and Raghoonath Narayen Khote, Esq., two Chinamen who were convicted on the 3rd inst. with having in their possession a greater quantity of opium than one quarter of a Surat seer, were again brought up, and having failed to pay the fine inflicted upon them, were each sentenced to imprisonment for one month in the County Jail with hard labour. They were already on remand for six weeks.

An Alarming Fire at the Elphinstone Bunder.—On Wednesday morning a most serious fire might have occurred at the Elphinstone Bunder had it not been detected in time. It appears that some matches were unpacked at one of the godowns, and in doing so, a few of them fell on the ground outside the godown. Some of them ignited, and the breeze drove them through a crevice into an adjoining godown which was stored with kerosine oil. One of the boards being rotten, it caught fire very quickly. Smoke was seen coming out of the godown, and strenuous exertions were made to prevent the fire from reaching the oil boxes by a Parsee throwing water on the burning board, which formed the outer wall of the godown.

The Bank of Ahmedabad, Limited.—An extraordinary general meeting of the shareholders of the Bank of Ahmedabad, Limited, was held at Ahmedabad on the 15th inst.—Rao Bahadhur Bechardas Ambaidas occupied the chair. It was resolved that the liquidator's report and final account be adopted and confirmed; that the unpaid dividend of Rs. 358-12-8, now in the hands of the liquidator, be deposited (on account and at therisk of the shareholder concerned) with the chairman, together with Rs. 37-4-4, in all Rs. 396-1-0, and the liquidator to obtain a receipt for the same. It was resolved and carried unanimously, that the company be finally dissolved and a copy of the proceedings of the meeting be sent to the Registrar of the Joint Stock Companies and that the records and account books belonging to the Bank be handed over to the chairman. After a vote of thanks to the chairman the meeting separated.

The Insolvency Court.—With reference to our report of the case of Dhunjeebhoy B. Bana in yesterday's paper, we have to state that the case stood adjourned from the previous Court-day when Mr. Budroodeen had finished his cross-examination of the insolvent. Mr. Pherozeshah re-examined him on Wednesday, and then stated to the Court that Mr. Budroodeen was gone to the Small Causes Court. Mr. Justice Gibbs said that there was really nothing in the opposition and directed the insolvent to be discharged. Mr. Pherozeshah appeared late in the day before the Court, and with reference to Mr. Budroodeen's complaint said that, when the Commissioner directed the case to be called on, he had himself run up to Mr. Budroodeen to inform him of the circumstance, and reminded his Lordship that it was he himself who had directed the case to be called on; and that he (Mr. Pherozeshah) stated repeatedly to the Court that Mr. Budroodeen, who appeared for the opposing creditor, was engaged in a case in the Small Causes Court.

The Effect of a Lecture on Perjury.—The case of Vundravun Vizlal v. Raghunath Soonderjee and another, which was heard before Mr. Justice Bayley for three days, was again called on yesterday for further hearing. Mr. Inverarity, instructed by Messrs. Rimington, Hore, and Langley, appeared for the plaintiff. Neither of the two defendants answered to his name, and no solicitor or counsel represented them. His Lordship said he remembered giving the defendant a lecture on perjury; and his non-appearance was probably the effect of it. Mr. Inverarity said it has had a very good effect upon the defendants, for they had chosen not to appear again before his Lordship; and the learned counsel applied for judgment by default. The action was brought to recover Rs. 2,500, the amount paid by plaintiff to defendants as earnest money or in part payment on a certain agreement in terms of which the defendants agreed to mortgage their property to plaintiff. Plaintiff also claimed damages for non-performance of the agreement, but the question of damages was not entertained, as the agreement had not been registered. The Court gave a decree for plaintiff for Rs. 2,500, with interest and costs.

A Curious Marwaree Case.—Yesterday at the High Court, before Mr. Justice Bayley, Mr. Farran applied for an injunction on behalf of the plaintiff in the case of Moolchund Dayajee v. Mooltanchund Futtechund and another. The learned counsel said it was really a curious Marwaree case. The prayer of the plaint was that the defendants may be restrained from collecting the rents of the two houses, which plaintiff claimed as his property, and that a receiver may be appointed. The plaint states that the plaintiff was for twenty years the owner of a shop situated in the County Jail road, and that, on his proceeding to his native country, Marwar, he entrusted the business of the shop to the defendants as his agents, and for the purpose of carrying it on he made over all his books to them. During his absence, defendants recovered large outstandings, especially from two persons, and with the monies that came into their hands purchased two houses in their own respective names. One of them was a valuable house. Plaintiff returned to Bombay in December 1871, when in consequence of information received, he called upon the defendants for an account and required them to make over the two houses to him. They refused to do so. An appeal was made to the caste punchayet, who made an award directing the defendants to make over the business of the shop to plaintiff and transfer the two houses to his name. The defendants had neglected to obey the directions of the punchayet; and the plaintiff therefore brought the suit. An affidavit echoing the substance of the plaint had been made by plaintiff; and another affidavit, confirming, his statements, had been made by Shunker Cumloo, a friend of the plaintiff. His Lordship granted a rule *nisi* in the terms applied for, with an interim injunction, returnable next Tuesday.

Mortuary Returns.—The total number of deaths registered during the week ending Tuesday, the 22nd April, was 307, being 34 less than in the preceding week, 114 less than the total of the week ending 23rd April 1872, and 49 less than the mean of the corresponding period in the previous five years. During the week 204 births were reported in the different districts of the city.

Section or Sub-Section.	Population by Census of 1872.	Small-pox.	Fever.	Cholera.	Nervous System.	Resp. System.	Digestive System.	Accidents and violence.	Total (including other diseases).	Total Birth etc. of still-born.
Colaba	16,601	...	1	...	...	...	1	...	4	4
Fort, Southern.	2,983	...	...	...	...	...	...	...	...	...
Fort, Northern.	29,732	2	4	...	...	2	10	...	19	11
Esplanade	10,494	...	3	...	...	2	...	...	3	3
Market	43,198	3	18	...	2	...	1	...	19	23
Dongree	35,100	3	12	...	1	...	1	2	22	11
Chukla	36,748	1	6	...	1	2	1	...	16	11
Oomburkharee	49,873	4	10	...	1	2	4	...	28	17
Mandvie	25,556	1	8	...	1	2	2	...	21	11
Dhobeetulao	37,918	1	7	...	1	1	3	2	17	12
Phuneswaree	20,709	...	2	...	1	...	...	...	4	3
Bhoolehwur	36,029	1	11	...	2	2	3	...	23	8
Kharatulao	23,638	7	3	...	2	3	...	...	22	7
Koombarwara	27,594	...	6	...	1	...	...	...	9	12
Bheetwaree	24,817	1	4	...	...	2	1	...	9	4
Girgaum	21,434	...	2	...	...	...	...	...	4	1
Umpakhee	6,361	...	1	...	...	1	2	...	5	9
Walkeshwur	7,741	...	1	...	...	...	...	...	1	2
Mahaluxmee	4,317	...	...	...	...	...	...	...	...	2
Mazagon	20,973	3	...	...	...	...	...	...	9	2
Tarwaree	10,053	1	...	...	...	...	...	...	4	...
Kamat, & Byc.	75,028	4	18	...	4	4	7	...	46	20
Parell	13,773	3	1	...	2	...	...	...	7	8
Scorce	4,460	1	...	...	...	...	...	...	1	3
Sion	11,572	...	1	...	1	...	...	...	2	3
Mahim	14,310	2	5	...	1	...	...	...	9	5
Worlee	10,42	1	1	...	...	...	...	...	3	5
Water Division	22,953	...	...	...	...	...	...	...	5	2
Non-resident & unknown	.....	1	...	...	1	1	1	6	...	...
Bombay.....	644,405	43	114	...	17	25	33	4	377	204
Mean of corresponding weeks in the preceding five years.		58	108	8	31	33	41	3	356	125

The following statement shows the number of deaths of the different races or castes:—

Race or Caste.	Small-pox.	Fever.	Cholera.	Nervous System.	Resp. System.	Digestive System.	Accidents and violence.	Total (including other diseases).	Total Birth etc. of still-born.
Boodhist—Jein, &c.....	2	7	...	1	1	...	...	15	12
Brahman	1	7	...	...	1	...	...	11	8
Lingaet	...	...	...	...	1	...	...	1	...
Bhatia	...	...	...	...	...	...	...	3	2
Hindoo of other Caste..	24	60	...	14	12	11	2	153	103
Hindoo Out-caste.....	...	7	...	...	2	3	...	15	21
Moosulman	12	25	...	1	5	9	...	77	38
Parsee	1	2	...	...	...	2	2	14	14
Jew	...	...	...	...	...	...	...	...	...
Native-Christian	3	2	...	2	2	...	...	12	4
Indo-European	...	2	...	...	...	...	...	3	1
European	...	...	...	...	...	...	...	...	1
Negro-African	...	...	...	...	...	1	...	1	...
Chinese.....	...	...	...	...	...	...	...	...	...
Unknown Race	...	...	...	...	...	...	...	...	...
Total....	43	114	...	17	25	33	4	307	204
Corresponding week '73.	80	151	1	29	15	35	4	421	232

SHIPPING ITEMS.

The ship Hannah Law, 1,299 tons, Captain James Dawson, will sail to-day for Liverpool with a cargo of 8,596 bales cotton, 400 cwts. galls, 450 cwts. linseed, and sundries.

We have been requested to state that the Killarney was

the Russian captives in his charge, but that Russia will not be satisfied with this as an explanation of his conduct.

Her Majesty has been visiting London this week, and on April 2 paid her long-promised visit to Victoria Park, in the eastern limits of the metropolis, where the Queen was most enthusiastically received by an immense number of the people. The day previous Her Majesty held a drawing-room.

His Royal Highness the Prince of Wales has been paying a visit to Lord Carington at Melton Mowbray, and on April 22 he will hold a *levée* for the Queen at St. James's Palace.

The University Boat race was won by Cambridge. His Royal Highness the Prince of Wales, with his two sons and the Duke of Edinburgh, were present in the umpire's boat.

A private funeral service has been held over the remains of Count Bernstorff at the German chapel in London, but the body will ultimately be sent to Mecklenburg for final interment.

The Judicial Committee of the Privy Council have dismissed with costs the appeals of Rajah Pirthee Singh v. Ranee Raj Kawer, that of Protab Chunder Burrobah v. Ranee Surnomoyee, also that of Runjeet Ram Pandy v. Goberdhan Ram Pandy.

The appeal of Hubeeboollah Khan v Unroodh Sing has been allowed with costs.

Mr. Justice Lawson has sentenced the printer of a Belfast paper to four months' imprisonment and a fine of £250, for an article in his paper commenting on a sentence recently passed by the judge on two persons in connection with the Belfast riots. Great excitement has prevailed in consequence, and two threatening letters have been sent to the judge.

George Bidwell, a brother of Austin Bidwell, an important accomplice in the great Bank forgeries, has been arrested in Edinburgh, and was examined to-day before the Lord Mayor, in company with the man Noyes. They were both remanded until Thursday next.

Colonel Innes, Colonel Crommelin, and Colonel A Johnstone, assistant military secretary in the Governor-General's Council, have been examined before the select committee on Indian Finance during the past week.

A terrible shipwreck has occurred in the loss of the Atlantic, one of the New York line of steamers sailing from Liverpool, by which about five hundred and sixty lives have been sacrificed, near Halifax, N. S.

Obituary of the Week.—The Earl of Hopetoun; the Hon. Henry Coventry; Sir W. J. Alexander, Bart, Q.C.; Gen. Sir W. Bell, K.C.B.; the Countess of Kingstone; Brevet-Maj. J. R. Henderson, late R.A., Bombay; Lieut.-Col. W. M'George, Ben. Ret.; Lieut.-Col. T. M. M'Hutchin, Mad. S.C.; Maj.-Gen. L. S. O'Connor, C.B.; Lieut.-Col. R. S. Yolland, Mad. Ret.; C. P. Cooper, Q.C.

WRECK OF THE ATLANTIC STEAMER AND LOSS OF 700 LIVES.

(*Home News.*)

We learn from Philadelphia that the Atlantic steamer, out eleven days, with rough passage, falling short of coal on March 31, changed its course for Halifax for a fresh supply. The captain and third officer, Brady, were on deck till midnight, and then turned in. Sambro light being judged to be north-north-west thirty-five miles. Mr. Brady says the night was dark and the sea rough. The ship struck at two o'clock the next morning on the Meagher rock, near Prospect, west of Sambro. She struck several times, alarming the officers and crew, who rushed on deck. The officers endeavoured to clear away the boats with axes, but only one had been launched when the steamer fell over on her beam ends, sinking, and carrying down the boat, and all in it were drowned. A portion of the rigging remained above water, in which all those who were able took refuge. Mr. Brady, with two quartermasters, unrove the halliards, and, swimming with them to the rock, contrived to get a line to the shore. Some escaped by this means, but the rising tide made their situation perilous, and daylight appearing, fishermen put off in boats, and rescued them as fast as the rough sea permitted, as well as others from the rigging. These efforts were continued until noon, when all alive had been rescued except Chief Officer Firth, who was still in the rigging, but the sea was too rough for boats to live. Two hundred and fifty persons have been saved, including Captain Williams, officers Brady and Brown, the surgeon, several engineers, but not one woman or child. Nearly all those lost were drowned in their berths when the ship sank.

The wreck has caused great excitement at Halifax. A steamer has been sent to bring the survivors from Prospect, and to render assistance. The Prospect light, west of Sambro, was mistaken for the Sambro Light, which caused the disaster, the first officer being in charge of the vessel. Great complaints are made about the ship leaving England with too small a supply of coal. The Atlantic had on board, all told, 1,038 souls of whom 300 were saved. Only four saloon passengers were saved. The purser was lost.

The owners of the Atlantic are altogether unable to explain the calamity that has befallen the vessel. The information already at hand states that she was putting into Halifax, short of coal,—a fact which at first sight would lead to the supposition that the original supply was inadequate. This, however, we learn was not the case. The steamer left the Mersey with a supply of 967 tons of coal on board. Estimated average consumption is sixty tons a-day, and the Atlantic having left on the 20th of March, and struck on the 1st of April, would have burnt, according to that estimate, about 700 tons, leaving her still with a supply of 267. The fact is, that 967 tons is over the average supply by at least 200 tons, and it was the intention to have sent her out upon her next voyage with only 800 tons. We may explain that the supply of coal above the minimum is often regulated by the amount of cargo, and if a surplus supply is taken out it simply suffices to prevent unnecessary loading on the homeward voyage.

The cost of the Atlantic was about £120,000, but from the advance in the price of iron and wages it would cost £150,000 to replace her. The cargo is roughly valued at £50,000. The owners are insured, but as they are to some extent their own underwriters they will suffer a considerable loss.

Some very exciting scenes are recorded in connection with this sad event. From the statements of the chief engineer, Mr. Foxley, and several of the passengers, it appears that the Atlantic struck at 3 a.m., and went over about ten minutes afterwards. Mr. Foxley says that she heeled over to the port side, the sea breaking over her, and that she filled rapidly. All the female passengers, who were asleep at the time, were prevented from coming on deck by the seas washing over the ship and filling her. Some of the passengers got into the lifeboats, and the davit falls were cut away to allow the boats to float clear, but a sea broke on board and washed away the greater part of the passengers who were in the boats, and stove in the boats themselves. Numbers were drowned in going from the ship to the rock, and from the rock to the shore, by the life-lines, the cold being so intense they could not retain their hold. The rock, too, was slippery, being covered with seaweed. It was difficult to keep a position on it, and impossible to help others. Several persons died on the rock from exhaustion; others became maniacs, foamed at the mouth, and chattered like children. The captain reports that the first boats from shore came to the relief of the survivors about six o'clock, and took off those who were clinging to the ship and rigging. Afterwards those on the rock were taken off. Many passengers and the purser died in the rigging.

A steerage passenger states that when the vessel first struck the hatches were ordered to be closed, but the passengers burst them open and rushed for the deck. It appears, however, that the companion ways were choked by the crowd. Those in the lower steerage were drowned almost immediately. Cries were heard for little more than two minutes, and were then smothered. When the vessel broke, many of the dead, principally women, were washed out to sea. Some of the passengers in the upper steerage saved themselves by clinging to the bunks which were out of the water, got out by the portholes, and held on to the side until rescued by the boats. The women made but little effort to save themselves. Only three or four got on deck, and only one reached the rigging. The chief officer, Mr. Frith, who was clearing away the starboard boats, when a heavy sea swept them off, caught the mizen rigging. At daylight there were thirty-two persons there with him, including a woman and a boy. The men attempted to reach the shore by life-lines, but many were washed away. The boy was swept off, but swam until picked up by a boat. Mr. Frith lashed the woman to the rigging and stayed by her. The sea was now so high that the boats could not reach them. About noon the woman died. Large rewards were offered to volunteers to go after Mr. Frith, who could be seen and heard from the shore. "At length, at two p.m." says Mr. Frith, "after I had been in the rigging ten hours, the Rev. Mr. Ancient, a Church of England clergyman, whose noble conduct I can never forget while I live, got a crew of four men to row him to the wreck. He got into the main rigging, procured a line, and then advanced as far as he could towards me, and threw it to me, I caught it, made it fast around my body, and then jumped clear. The sea swept me off the wreck, but Mr. Ancient held fast to the line, pulled me back and got me safely into the boat."

All the rescued persons speak in praise of the kindness of the fishermen of Cape Prospect, and of the zeal and courage of the ship's officers, from the captain downwards. The exact number of the saved is not yet known. It exceeds the first reports. It will probably be more than four hundred. Some made their way on foot to Halifax; others were taken off by the steamer and sent to Portland.

THE UNIVERSITY BOAT-RACE.

(*Pall Mall Budget*, April 4.)

There is always greater probability of close competition and an exciting contest when crews are of an inferior calibre. It is odds against seeing even one really first-class crew in the field, still more against seeing two such contend against each other; when only one good crew comes to the post the race is usually a runaway. The only exceptions to this that we can quote are 1866—in which year the defeated Cambridge crew was better than even the best of the four latest victors from the Cam—and 1872. On the other hand, the race of 1856, between the two worst University crews that ever came to the post, was the hardest fought on record; that of 1867 was won more easily on the water than on paper appeared to be the case. The present year was no exception to the rule; and but for the fearfully bad steering of Oxford the contest would have been even closer than was actually the case, though we should not pretend to say that better pilotage would have reversed the result. The winning Oxford crew of 1865 had one stroke side oar incessantly late, and three or four bodies decidedly ugly in form, but even they never made an exhibition of such a thing as a winning crew rowing like a peal of bells for the last two miles of a course, and of a crew even worse than these straggling hopelessly in their rear. Yet such was the spectacle of Saturday last. It is well that the British public who enthusiastically crowd to University races are in happy ignorance of the most ordinary technicalities of rowing, else would their enthusiasm be considerably damped if they could accurately estimate the exceedingly low standard of University rowing which was offered to their gaze this year. Curiously the faults and merits (such as the latter were) of each crew were in each case antagonistic. The weak points of the one were the strong points of the other. Oxford were more than usually deficient in physique; not only were they below the average weight, but they were weak even for that weight. Cambridge were a fairly heavy crew, and above the average power for their weight. They were individually good pretty nearly all round. Four had been in last year's winning crew; three of the recruits were the pick of the Jesus eight of 1872, the best college crew that ever rowed at Henley. Again, the crying fault of Oxford was want of a long swing back; this long swing back was the best general feature in the Cambridge rowing. Oxford could row in time, even when distressed and losing. Cambridge could not row in time, even when winning. Oxford, whatever other faults they had, got fairly well forward, all to the same distance; Cambridge did not get so far forward as they might, and all reached to irregular distances. Oxford slid, if anything, rather too soon in the stroke: Cambridge just the reverse—too late. If the two styles could only have been played off one against the other, the two extremes would have been neutralized, and a good specimen of rowing might have been attained. As it was, faults on both sides about equalized each other, and brute force turned the scale and carried the day. The tide was a spring, and about at its best, with wind from the east, athwart to Hammersmith, and fair after the point, when the start took place. This was about the best performance of the crews. They got away clearly, without flurry or splashing, faults which we have too often seen in crews far superior to them. Oxford had won the toss, and took the Fulham shore. But as the race was rowed under the new regulations which forbid taking water at any time, except at peril, the sides of the river really equalize themselves before the end of the course. Cambridge began at 38 a minute, but soon after passing the London Boat House dropped to about 37, and to 36 off the Crab Tree, and went faster when they settled to the slower stroke. Oxford began at 39, and came down to 38 at the Point. Up to Craven there was but little to choose between the boats. The styles were very distinct and marked, Cambridge decidedly dead off the chest, but swinging well back; Oxford elastic in recovery, but not going far enough back by a long way. Both crews so far rowed in good time. As they rounded the Point Oxford had, if anything, the lead by a few feet. From a following steamer the exact relative position of boats in a race is hard to determine with accuracy, and a spectator cannot be ubiquitous on the banks to view the boats in profile, but we give the positions as the race advanced from the statements of the crews themselves. Off the Point Cambridge kept wide, but in the best of the tide; Oxford cut the corner too close, and lost in tide what they gained in distance. In making the "shoot" Cambridge came back again towards the Middlesex shore and bored Oxford, their coxswain, wide awake, and so far wise in his generation, hailing Oxford to get out of his way, which the Oxford coxswain was weak enough to do. The result was that in a few strokes Cambridge occupied Oxford's water, and were even to the east of it, Oxford rowing in nobody's course, far over to the Fulham shore, in the slack of the tide, and from that moment beginning to lose ground. From that point up to Chiswick Eyot Cambridge had Oxford's course, and the latter had not only the outside of the long curve that can be seen on the map, but the weakest of the tide; Cambridge having the centre of the river, the best of the tide, and the inside of the curve. In rowing on a curving river down stream there is generally but little if any unfairness; for the outside boat is supposed to take the centre and best of the tide, and the inside boat has slacker water to compensate for the shortest course. But in this case Oxford voluntarily surrendered their right of the advantage of midstream, and contented themselves with both outside and slacker water. Once or twice they tried to go back to their course, but as Cambridge seemingly declined to give way, Oxford retreated again eastward, and only made zigzags for nothing. From Craven to Chiswick, one and three-quarter miles, it seemed clear to us, and we should think also to every one acquainted with the Thames, that Oxford had only to put on the left-hand rudder-string for half a dozen strokes and to win by a foul. However, they did nothing of the sort, but the more they were bored, the more they gave way. It is always more satisfactory that a race should be decided on its merits, and not by technicalities of fouls; at the same time if chivalry and good nature are carried too far the merits of crews may some day remain untested, for the first crew that commences to bore has only to stick to its tactics till it has driven its opponent ashore, and then to win at its leisure. We do not say, judging from the style in which Cambridge came away later on up Corney Reach, that their boring won the race from Oxford, but there can be little doubt that Oxford would have led past Chiswick but for their journey of that mile and three-quarters out of all the strength of the tide. As it was, Cambridge had gone ahead before Rosebank, and, slowly increasing their lead, were in advance by half a length under Hammersmith Bridge, time 7 min. 10 sec. from the Star and Garter. Still Oxford persevered in the slack, and rowed 39 again, only to be rather more than three-quarters of a length behind at Chiswick Eyot. Here they got on fair terms of tide—if anything, they had the strongest of it as they passed the Eyot. About Hammersmith the press and Oxford steamboats indulged in a fouling match, and were at once out-paced and saw no more of the race. The Cambridge steamer was some distance astern of the Umpire's, which alone commanded a good view of the rowing. We describe the race as seen from it. Off Chiswick Church Oxford seemed to be feeling the effects of the efforts they had made to hold their own in the nobody's water they had been rowing in, and Cambridge began to draw clear. We think Cambridge quickened slightly at that moment. That may account for what followed, for from that point the whole bow side of Cambridge (who so far had rowed well together) began to fall out of time. Cambridge stroke side kept time till after they passed the White Hart, and then only one oar became late. Oxford had the advantage of station from Chiswick to the finish, and Cambridge had quite ceased to bore them. But the Oxford coxswain made no fewer than four sharp sheers out and in again between the Bathing-place and the Brewery. It seemed as if he was nervous of running into the police-boats which were keeping the course 300 to 400 yards ahead of the race under the Middlesex shore; but they always got out of the way long before the race came up, and he need not have been so premature till he saw whether they intended to remain in his path. Cambridge increased their lead, and Oxford made a couple of terrific rolls off the Bull's Head, but soon righted, and went on at 40 a minute and in good time, but rowing none too long, especially in the matter of swing back. Cambridge were getting shorter forward than when they started, but they did not roll, and settled down again to 36 but without getting back into time. Barnes Bridge was shot in 15 min. 52 sec., Cambridge three-quarters of a length clear. They made no attempt from this point to poach upon Oxford's water, and they were not far enough ahead for the wash to spread to Oxford. Nevertheless Oxford must needs make a peregrination through their wash into their track off the Brewer, and then sheered back again to their own course, Cambridge thereby adding to their lead without any necessity for extra exertion. Strange to say, Oxford did not roll much, if at all, in the wash, and their oars, with one occasional exception on stroke side, remained in time to the winning-post, even under the pressure of a final and plucky but unavailing spurt from Dowding off the Brewery. Cambridge won by at least a couple of clear lengths, in 19 min 37 sec.—or perhaps a second or two less.

The time is by far the fastest on record. This we anticipated weeks ago, as the inevitable result of sliding-seats and the best of a spring tide. The latter is a contingency that has not befallen a University race for twenty years, except in 1869 (time 20 min 4 sec), and then the wind was foul, while on Saturday it was favourable. The increased pace of boats with sliding-seats, and the failure of any steamer but the umpire's to keep within range, suggest better management of the steamer cargoes for the future. The umpire's load, as heavy as the others, was the only one well arranged; the bows roped off, spectators amidships, and a sloping platform of planks on deck to enable those behind to see over the heads in front, without all crowding forward.

Of Oxford we must say that nothing but thorough condition and uniformity of such style as they had saved them from being beaten out of sight—what with inferior physique and the worst steering ever seen in a University race. Cambridge, individually must have been (as on former occasions they had proved themselves) an exceptionally good lot of men for their weight, to take such liberties with style, and still more with time, and yet to beat a crew that really rowed, even when beaten and rowed out, in as good time. They owed much to the clever "jockeying" of their coxswain from Craven to Chiswick, and though the latter made one unnecessary sheer in Corney Reach, and took Craven Point a trifle too wide perhaps, his steering on the whole did more for the crew than the efforts of the best of them. It was fortunate that Oxford, either from ignorance or disinclination, did not win the race offhand by fouling him during the second five minutes of the race; but all is well that ends well, and such an unsatisfactory termination would have been generally regretted. The race shows that a coxswain's skill or daring, and their contraries, can be as important an item as the length and strength of the best man in a crew. Another year, when sliding-seats have been better mastered, and more attention can be paid to the first principles of rowing, we hope to see both crews return to the ideal standard University rowing part from the matter of pace, which of course is increased by the novelty). We shall hope to see combined length forward, swing back, catch-form, time, swing, and fine physique to boot, qualities which severally this year, wherever visible in one boat, were conspicuous by their absence in the other.

HABITUAL DRUNKARDS.

(*Saturday Review.*)

One set of fanatics desires to shut up drink-shops, while another set insists that the frequenters of them ought to be placed under restraint. The Permissive Bill and the Habitual Drunkards Bill are equally unlikely to be passed, either by the present or any future Parliament, and we may contemplate both these proposals with curiosity unmingled with alarm. It is indeed wonderful that persons sufficiently sane to obtain seats in the House of Commons should gravely urge that the tendency of working-men to spend their increased wages in drink ought to be counteracted by imprisonment. The existing laws against drunkenness are in the opinion of these persons inadequate, and require to be made more simple, uniform, and stringent. They would desire to legislate in the spirit of the Act of King James I., which imposed the penalty (at that time serious) of 5*s.*, with the alternative of six hours in the stocks. They propose to raise the penalty, and to enact that after three convictions within twelve months magistrates should have power to sentence the offender to a considerable period of detention in an "industrial reformatory for inebriates." The expense of providing such reformatories would alone be a sufficient objection to this plan. There are many thousands of artisans and labourers in England to whom occasional drunkenness is the only form of conceivable enjoyment. Some of the best seamen that go afloat hold the notion that it is not wrong to be drunk on shore. It would be very easy to collect from either of these classes numerous subjects for the application of the proposed law. There are trades in which the practice is to work hard for five days of the week and to drink hard for the remaining two days. In a town where such a habit prevails a reformatory might be filled at one sweep of the legal net. The difficulty would be to find sober men to do the work of the drunkards who were undergoing the process of reformation. In the event, however, of a severe law against habitual drunkards being passed, the police, if left to themselves, would be likely to mitigate it in practice, in order to escape a responsibility which would be intolerable. The Chief Constable of Leeds stated to a Committee of the House of Commons the view of this question which is taken by many holders of similar positions. The man who gets drunk on Saturday night, and yet goes to his work sober on Monday morning, and does his work properly and fairly, is not in his view an "habitual drunkard," although he habitually gets drunk, and he ought not to be interfered with. The discreet officer of police would not interfere with a man who, coming into town on a market day sober, went away tipsy. He would consider that at any rate the man went away, and could trouble him no more that night, and herein he would resemble another discreet officer of police who, having allowed a thief to escape, thanked God that he was rid of a knave. If persons under the influence of drink go quietly home to bed, the police, unless stirred up by fanatics, would be unwilling to interfere with them. But if the Bill now before Parliament should pass, and if the law thus made should be administered in the spirit of its authors, the police will be compelled to give a great deal of trouble to magistrates and judges as well as to themselves. If drunkenness is to be considered as a crime against a man's own self or his family, it may deserve punishment irrespectively of any disturbance of public order. According to the Bill, a person who is three times within six months convicted of any offence of the definition whereof drunkenness forms part, shall be deemed an "habitual drunkard," and on a further conviction of an offence of the same character may be sent to a "certified industrial hospital," and there detained under treatment for a period of not less than three nor more than twelve months. The Act of last Session, if stringently administered, may produce a plentiful supply of patients for these hospitals, and there may perhaps be a difficulty in supplying hospitals to receive them. But it is highly improbable that the public will undertake such an extensive business as this of reforming drunkards. Indeed, if such a proposal were likely to succeed, we should pray in aid of our argument against it the valuable principle that freedom is better than sobriety. It is remarkable that the first Parliament elected on an enlarged basis of representation has been more occupied than any of its predecessors with proposals for restricting liberty. There can, however, be no doubt that the present Parliament allows much freedom in ventilating crotchets. Among other objections to this Bill, we do not half believe in the efficacy of the plan proposed by it. Like the Chief Constable of Leeds, we have not a very strong faith in reclaiming drunkards. The picture which he draws of the effect of prosperity on the working classes is melancholy, but it by no means follows that this Bill is the proper method of improvement. "We have had," he says, "three years of very good trade in Leeds, and that has increased the offence of drunkenness." The effect of what is called the Saturday half-holiday is pithily described by the same authority by saying that a man has now time on Saturday to get drunk twice before he goes to bed. The Head Constable of Liverpool gives similar testimony in the words, "I think that many of the labouring classes abuse the half-holiday very much." He also does not believe in any permanent reclamation of habitual drunkards. He attributes increased drunkenness to high wages, and it also depends very much on the weather. "If it is very hot, people do not stay in their houses; they are then induced to drink, and then to fight, and then comes the conclusion." All this is doubtless very sad; but we hardly expect a Bill to be brought in to compel the working-men of Leeds or Liverpool to remain indoors in hot weather. Almost the only practical check on drunkenness is to close the public-houses at an earlier hour of the night; and it is fair to the authors of the Licensing Act of last Session to admit that in this respect they do appear to have done considerable good. Drinking is so much a matter of habit that it is by no means certain that a man will begin earlier because he knows that he must leave off earlier.

This Bill proposes to confer upon the Court of Chancery power to appoint a guardian of the person of an habitual drunkard. An order may be made in a summary way on summons at Chambers on such application and evidence, or after such inquiry, as the Court thinks fit. A guardian appointed by such order would have power to request the reception of the ward into a licensed house, and the Court on application of the guardian may appoint a receiver and manager of the income and affairs of the ward. The foreign Governments which we delight to call paternal could hardly desire larger power than would be thus conferred on the Court of Chancery. A man becomes an habitual drunkard by getting drunk and making a noise, or perhaps by only getting drunk, three times in six months. Being an habitual drunkard, a guardian may be appointed of his person, who may shut him up in an asylum, and proceed under the sanction of the Court of Chancery to receive and manage his income and affairs. The judges of that Court would be certain to protest emphatically against any such authority being conferred upon them; and when the proposal is plainly stated its absurdity becomes manifest. It is further proposed that an habitual drunkard should have power to consign himself to an asylum, and when he is once in he could not get out until the appointed time. The advocates of teetotalism ought to admire an invention far superior to their pledge, which any man can take and break. "A patient received into a licensed house on his own application may be lawfully detained during the period specified in such application." It would be easy to induce a person feeling remorse after drunkenness to make such application, and when that person had entered the house he must remain there. It would be extravagant to suppose that any Parliament would pass such a bill as this. Indeed, if it were passed, a court of law might possibly hold that the authority given by a man to detain his person could not, except by the clearest language of the Legislature, be made even for a time irrevocable. But the proposal does not deserve serious attention. Mr. Dalrymple will some day air his hobby on a Wednesday, and there will be an end. But if this is freedom, we should like to know what is slavery.

In two States of the American Union power is given to detain "inebriates" for treatment, but this power is subject to limitations which are not found in Mr. Dalrymple's Bill. In the State of New York, a justice of the Supreme Court or a county judge has power to commit an "inebriate" to the State Asylum, on production of affidavits by two physicians and two citizens that such inebriate is lost to self-control, unable to attend to business, or dangerous to remain at large. This is very different from giving power to every court of summary jurisdiction to declare a person an "habitual drunkard," and then order him to be detained for treatment. Again, in the State of Pennsylvania, any relative of an habitual drunkard may present his case to the Court of Common Pleas or Quarter Sessions, which appoints a Commissioner to inquire with a jury into the case. Evidence may then be given to show that the man is an habitual drunkard, and incompetent to attend to his own affairs, and if the evidence is satisfactory, a Committee of the man's person and estate may be appointed. The Committee has full power to take the inebriate and put him in an asylum. There is also power to the officers of the Institution at Media to receive an inebriate for treatment on "voluntary presentation," but it is not stated that the inebriate may be detained against his will. It is added that justices have no right to commit to any other institution than the gaol.

In further manifestion of the spirit in which the Bill is framed, it contains clauses intended to discourage the bringing of actions in respect of anything done in pursuance of its provisions. If in such an action judgment passes for the defendant, he shall recover against the plaintiff full costs as between attorney and client. In ordinary actions the successful litigant only recovers costs as between party and party, and usually finds that he has a bill to pay to his attorney for extra costs. It is manifest that the introduction of this clause into the Bill tends to complicate the general law of costs. This is the way in which our legislation constantly tends towards confusion. The author of the Bill cares of course for nothing but his Bill. He gives large powers to magistrates and others, and as far as possible excludes the courts of law from interfering to control them. Happily, however, these courts are ingenious in finding methods to restrain injustice. It begins to appear as if the Court of Queen's Bench would become the sole security for liberty against the encroachments of a liberalized Parliament. Can it be on this account that some leading Liberals perseveringly oppose any measure tending to promote the efficiency of the Superior Courts? In discussion of various projects of so-called law reform, it is often assumed that these courts exist only for the carrying on of litigation between private parties. But the Court of Queen's Bench controls all magistrates and officers of the Crown, and the course of modern legislation tends to make such a court more than ever necessary. Happily the judges of that court have both the power and the will to keep a check upon foolish legislation.

The Anthropological Society lately received as a present from Consul Hutchinson, of Pern, a collection of one hundred and fifty skulls, and six male and female mummies, of the coast tribes of that country.

That railways in England have to pay rather dearly in compensation to those who suffer from accidents, is shown by a return which states that up to the end of 1871 no less a sum than £2,348,568 had been so paid.

The Reappearance of Liszt a short time since upon the public stage at Pesth, after twenty-eight year, of seclusion, caused extraordinary, but very natural, excitement. He had been summoned from his retirement by the Emperor; he at once came forth. No longer the joyous smiling man of the world, he was pale and thin, and the black habiliments of his order gave increased earnestness to a form whose every motion speaks. Long snowy locks hung down over his shoulders. Never before did so brilliant a gathering assemble within the walls of the City Masquerade Hall. The Emperor Francis Joseph and every member of the Imperial family were present. Every available foot of space was occupied. Such was the anxiety to hear the great pianist that the doors were besieged at noon though the concert did not take place till eight o'clock in the evening. The tickets were sold in a day, and telegrams came pouring in from all parts of Hungary for seats. The selections were from Beethoven, Schubert, Chopin and a Hungarian composer named Odarnic. That vehement plaudits should greet Liszt might be expected, but the scene which took place on the departure of the Imperial family was remarkable. The spectators rushed upon the stage and endeavoured to secure a flower, a leaf, or a portion of the decoration round the piano by way of souvenir. Fortunately, the costly instrument was preserved for the great performer. One Hungarian journal asserts that "no one who heard him will ever forget the evening."—*Globe.*

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To prevent infringements, notice is hereby given, that Betts's Name is on every Capsule he makes for the principal Manufacturers in Spain, Portugal and France,

thus enabling vendor, purchaser, and consumer not only to identify the genuineness of the capsule, but likewise the contents of the vessel to which it is applied.

The LORD CHANCELLOR, in his judgment, said that the capsules are not used merely for the purpose of ornament, but that they are serviceable in protecting the wine from injury, and insuring its genuineness.

Manufactories:—1, Wharf-road, City-road, London, and Bordeaux, France.

PETRIFYING SILICATE PAINTS,
FOR HOUSE, SHIP, AND GENERAL USE.
Manufactured by the
SILICATE PAINT COMPANY, LIVERPOOL.

In all Colours, have no chemical action on Iron or other Metals, will stand any degree of heat without blistering, 1 cwt. is equal in bulk and will do the work of 2 cwt. load Paints. See Article in "Engineering," 26th January 1872.

DAMP WALLS, CHURCHES, &c.,

Cured by the Petrifying liquid, at a cost of 2d. to 3d. per square yard. See Article in "Builder," 9th March, 1872. For Particulars and Testimonials, apply to the
SILICATE PAINT COMPANY, Liverpool.

BENTON AND JOHNSON,
MANUFACTURERS OF
GOLD AND SILVER THREADS
Of every description, for the
INDIA AND CHINA MARKETS,

Imitation Gold and Silver Threads, Braids, Lametta Tassels, Laces, &c., &c., &c. Also all kinds of
MILITARY AND NAVAL ACCOUTREMENTS.

2 inch	Rich Gold Lace	15s. 0d. per yard.
1½ inch	" "	12s. 0d. "
1¼ inch	" "	10s. 0d. "
1 inch	" "	8s. 6d. "
⅞ inch	" "	7s. 0d. "
¾ inch	" "	6s. 0d. "
½ inch	" "	4s. 6d. "

Cheaper qualities made from 3s. to 9s. per yard. Gold Bullions for embroidering, 8s. per oz. Gold Lametta, according to length, from 7s. 3d. to 8s. 6d. per oz. Gold Tracing Braids, 10d., 11d., 1s. 4d., 1s. 9d., and 2s. 3d. per yard.

63, KING'S CROSS ROAD, LONDON
5-oz. Tea Lead, £27 10s. Per Ton.

BANKS.

DEUTSCHE NATIONAL BANK,
BREMEN.
Capital—15,000,000 Ths. (£2,250,000 Sterling).

LONDON BANKERS.
ANGLO-AUSTRIAN BANK: J. HENRY SCHROEDER & Co.

The Bank draws Bills of Exchange on their Head Office in Bremen and on their London Bankers, and purchases approved Bills on the Continent and Great Britain at the best current rates of the day.

VOLKART BROTHERS,
Agents in Bombay.

NATIONAL BANK OF INDIA (Limited)

Current Deposit Accounts.

Interest is allowed on Current Deposit Account at 2 per cent. per annum on the minimum monthly balances up to Rs. 1,00,000, but no Interest will be allowed on balances under Rs. 1,000.

Fixed Deposits.

The Bank receives Money on Fixed Deposits and allows Interest thereon as follows:—

On Deposits, subject to 6 months' notice of withdrawal, 4 per cent.
Do do 12 do do 5 "

Exchange.

The Bank negotiates and collects Bills payable in London Calcutta, Madras, and Hongkong. It also grants drafts on London and on its Branches and Agencies at the Current Rates of Exchange.

By order of the Directors,
Wm. A. BAKER, Acting Manager.
Bombay, 29th September 1871.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

BOMBAY BRANCH.
LONDON BANKERS.
Bank of England. | London Joint Stock Bank.

MONEY REMITTED

At current rates of Exchange by the Bank's Drafts on its Branches and Agencies in the East, and

On LONDON | On IRELAND
" SCOTLAND, | " PARIS,

And also on the principal Towns in the Australian Colonies. If desired, the Bank will send the Draft direct to the party whose address is given.

INTEREST.

On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. 100,000, but no interest will be allowed on balances of less than Rs. 1,000.

All Letters should be addressed, and Hoondies made payable to the Agent, Chartered Mercantile Bank.

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE:
PARIS.

SUBSCRIBED and PAID-UP CAPITAL £3,200,000
RESERVE FUND ..... £ 800,000

LONDON BANKERS:
THE UNION BANK OF LONDON.

CURRENT ACCOUNTS.

INTEREST is allowed at two per cent. per annum on the minimum monthly balances.

DEPOSIT ACCOUNTS.

Our Rates of Interest on Deposit Accounts will be as follows until further notice:—

At 7 days' notice..2½ per cent. per annum. } For amounts above
" 14 " " ...3 " " } Rs. 500 and not exceeding Rs. One Lac.
" 21 " " ...3½ " "

LOANS granted on French Rente and other approved Securities.

All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, OR ORDER."

14, Rampart Row.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON COURT, THREADNEEDLE STREET, LONDON,
Incorporated by Royal Charter.

PAID-UP CAPITAL—£800,000.

BRANCHES AND AGENCIES.

BOMBAY.	RANGOON.	HONGKONG.
CALCUTTA.	SINGAPORE.	SHANGHAI.
AKYAB.	BATAVIA.	HANKOW.

THE BANK'S AGENCY IN BOMBAY

GRANTS DRAFTS on its HEAD OFFICE and LONDON BANKERS, as well as on the other AGENCIES and BRANCHES;

NEGOTIATES, and RECEIVES for COLLECTION, BILLS OF EXCHANGE; EFFECTS REMITTANCES in the BANK'S own DRAFTS, without charge for Commission; and CONDUCTS ALL KINDS of GENERAL BANKING BUSINESS.

INTEREST.

On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. one lac, but no interest will be allowed on balances of less than Rs. 1,000.

DEPOSITS OF MONEY

Are received at Call and for Fixed Periods, on terms which may be learned on application.

All Letters should be addressed, and Remittances made payable, to The Chartered Bank of India, Australia, and China.

JAMES SIMPSON, Agent in Bombay.

HOTEL.

THE
ESPLANADE HOTEL
(WATSON'S)
BOMBAY.

PATRONISED BY
SIR PHILIP WODEHOUSE, K.C.B.,
AND
HIS EXCELLENCY
REAR-ADMIRAL CUMMING, C.B.,
COMMANDER-IN-CHIEF, EAST INDIA STATION.

THE ESPLANADE is the only First-class HOTEL in BOMBAY, and it is situated in the coolest and most healthy part of the Island. It is open to the Sea breeze on every side, is within five minutes' walk of all the Government and Public Offices, the Wellington Pier, where the Mails are shipped and Passengers embark for Europe, and either Railway Terminus.

Passengers travelling by the G. I. P. Railway should book to BOREE BUNDER, and by the B. B. & C. I. to CHURCH GATE STREET STATION.

BOARD and LODGING per day, Rs. 8-12.

NO EXTRAS.

The Hotel Servants and Conveyances wait the arrival of each Train.

W. MAULE, Manager.

ALEXANDRA HOTEL, MATHERAN.—Mr. J. C. PINTO, the Proprietor, begs to inform the Public that the above Hotel, so well known for its excellent accommodation, is now OPEN for VISITORS. There are three separate Bungalows attached to the Hotel, well adapted for Families. Superior articles are supplied at moderate Prices, and every care is taken for the comfort of the Visitors. The Hotel is well situated, occupies a central position and nearest to the station, and is in a breezy locality, under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto has also some houses to Let, and undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum.

MAHABLESHWUR HOTEL.

DORABJI SORABJI, the Proprietor of the ROYAL FAMILY HOTEL